PACIFIC FISHERMAN

JUNE
1950

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Willard

For long life on every battery job

KTWS Types for Auxiliary Power and Lighting. Dual insulated with selected wood separators and glass fibre retaining mats. Deep sediment chambers. Extra large electrolyte space. Reinforced hard wood containers. Non-Surge Vent Plugs to prevent damaging acid spray. Available in 4, 6, or 8-volt units, in capacities from 250 to 500 ampere hours.

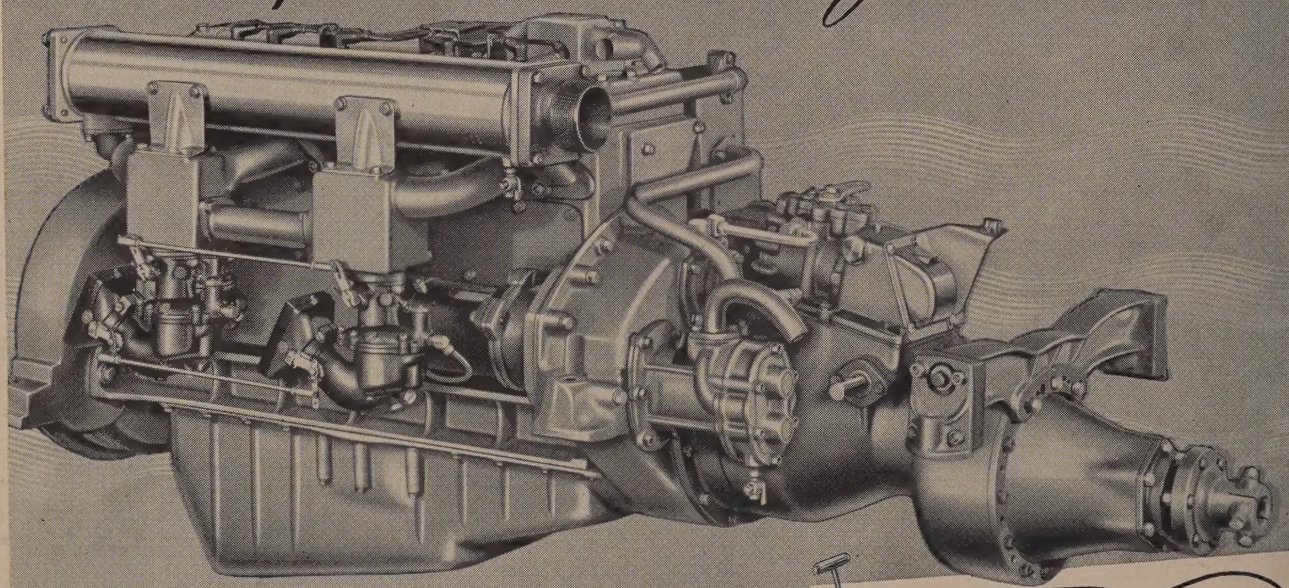
DRG and DRP Types for Auxiliary Power and Diesel Starting. For 32-volt Diesel systems. Dual insulated with Willard Rubber Insulation and glass fibre retaining mats. Sturdy, hard rubber containers. Exclusive Willard "Safety-Fill" construction to prevent overfilling. Assembled in 8-volt units. DRG types for normal service. DRP types for heavy duty service.

DSR and DSW Types for Auxiliary Power and Diesel Starting. For 30-volt Diesel systems. Sturdy, hard rubber containers. Exclusive Willard "Safety-Fill" construction to prevent overfilling. Assembled in 6-volt units. DSW types with selected wood separators for normal service. DSR types with Willard Rubber Insulation for severe service.

WILLARD STORAGE BATTERY COMPANY

Now Look at the New 160 h.p.

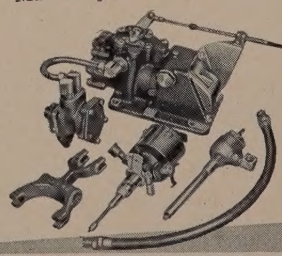
Chrysler Majestic



FOR ECONOMY! FOR DEPENDABILITY! FOR RUGGED WORK! Six cylinder engine. Bore and stroke 4″ x 5″. Displacement 377 cu. in. Compression ratio 6.5 to 1. 160 h.p. at 3000 r.p.m. Straight Drive. Length 58½″. Width 27″. Height 30½″. Weight 1435 lbs.

If you are going to power or re-power a fishing boat, a work boat or pleasure boat soon, by all means *look at Chrysler Marine Engines!* Besides the new Majestic, there are now six other models from which to choose, *ranging from 87 to 165 h.p.* Compare! You'll find that today more than ever—*you get more* when you buy Chrysler. See your dealer or *mail the coupon for more information.*

NOW! Chrysler Hydraulic Control installed on your Chrysler Marine Engine by your dealer! Positive instantaneous gear shifting with amazing ease. Another triumph of famed Chrysler engineering and manufacturing. Manually operated safety feature. Mail coupon or see your dealer.



Chrysler

America's No. 1 Marine Engine
Backed by Service Everywhere

MM-6

MARINE ENGINE DIVISION, CHRYSLER CORPORATION
12200 EAST JEFFERSON AVE., DETROIT 31, MICHIGAN

Send me descriptive literature on

☐ *Chrysler 160 H.P. Majestic* ☐ *New 1950 Chrysler Marine Engines* ☐ *New Chrysler Hydraulic Control Kit*

NAME_____

TYPE OF BOAT OWNED_____

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 48 No. 7

JUNE, 1950

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Stedman H. Gray Retires From Pacific Fisherman

Stedman H. Gray retired in May after 33 years of active editorial service to PACIFIC FISHERMAN, and through this journal to the fishing industry of the United States, and of the Pacific world.

His career is notable in American industrial journalism, and unique in the Pacific fisheries. This is particularly true of the salmon industry, which he has served as reporter and recorder longer and more intimately than any other man.

Mr. Gray became San Francisco reporter and correspondent for PACIFIC FISHERMAN upon his graduation from the University of California with a master's degree. He was chosen editor of the journal in 1917, when he was called by Miller Freeman to the duties relinquished by John N. Cobb, who became Dean of the University of Washington School of Fisheries.

For a full quarter-century Stedman Gray was the editor of PACIFIC FISHERMAN—in two wars, through two depressions, in recovery and in prosperity. He saw the sardine and tuna industries rise from minor fisheries to the great businesses they are today—saw the rise, and reported every step.

In 1942 Mr. Gray sought to be relieved of responsibility for editorial direction, in order that he might travel at a somewhat more leisurely pace, and might devote himself wholly to writing on the canned salmon industry. As the years passed he gradually reduced his activity, and this spring elected to retire from active duties.

Mr. Gray's retirement was not brought about by ill health, but rather by a desire to be relieved of the pressure of editorial demands, although he may contribute to this journal on special projects.

He continues to make his home in Seattle, at 4107 Francis Street.

Stedman Gray's contribution to American industrial journalism is a distinguished one. He set a standard of accuracy in reporting that is eminent in a field where there can be no compromise in precise and objective writing.

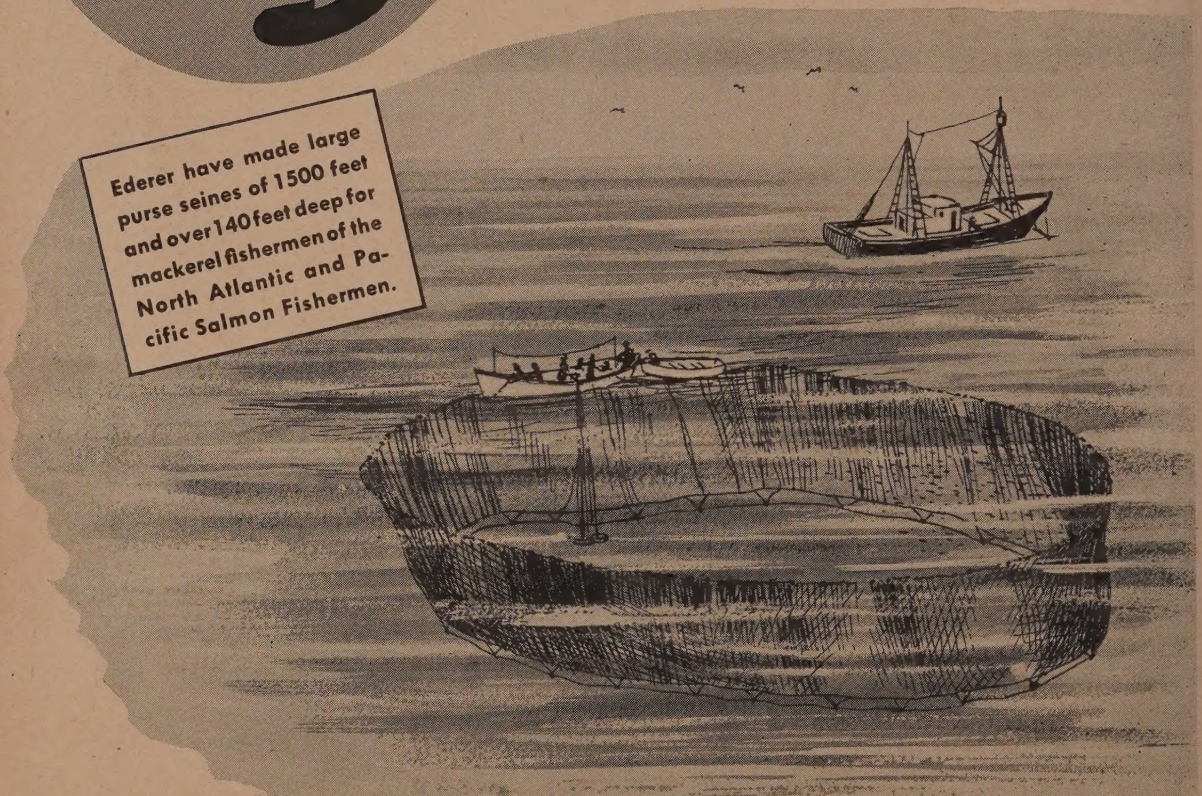
His work has been ever meticulous in detail, his facts tested, his thinking sound.

For a third of a century and more he associated intimately with the fishing industry, reporting its doings and development—yet never a part of it. Always a reporter, always detached, always independent, Stedman Gray enjoyed and safeguarded the confidence of the men in an industry which does not bestow its confidence lightly.

His impress upon PACIFIC FISHERMAN is indelible—and particularly manifest in the YEARBOOK, whose completeness, accuracy and precision most of all reflect the man and his work.

Pacific Fisherman (with which is combined West Coast Fisheries) is published monthly except in January, when publication is semi-monthly, by Miller Freeman Publications, Incorporated, at 71 Columbia Street, Seattle, Wash. Subscription: United States and Possessions, $3.00; Canada, $3.00; Foreign, $4.00. Entered as second class matter May 29, 1945, at the Postoffice at Seattle under the act of March 3, 1879. Vol. 48, No. 7.

EDERER'S *Serviceable* seine netting


Ederer have made large purse seines of 1500 feet and over 140 feet deep for mackerel fishermen of the North Atlantic and Pacific Salmon Fishermen.

Just as it takes a skilled crew to haul in netting heavily loaded with fish—it takes a "crew" of skilled craftsmen to produce Ederer—quality Seine Netting.

At the Ederer plant when a seine is in production every operation is closely inspected as is the material that goes into their construction. For over 67 years the name Ederer has been known for quality and serviceable Seine Netting. Regardless of the type Seine Nets you use whether in the Atlantic or the Pacific, you will find Ederer's Seine Netting perfectly reinforced to stand up under the strain of heavy loads. See your Ederer Dealer today he will help you solve your most vexing netting problem.

R. J. EDERER COMPANY

HOME OFFICE: 540 ORLEANS ST, CHICAGO

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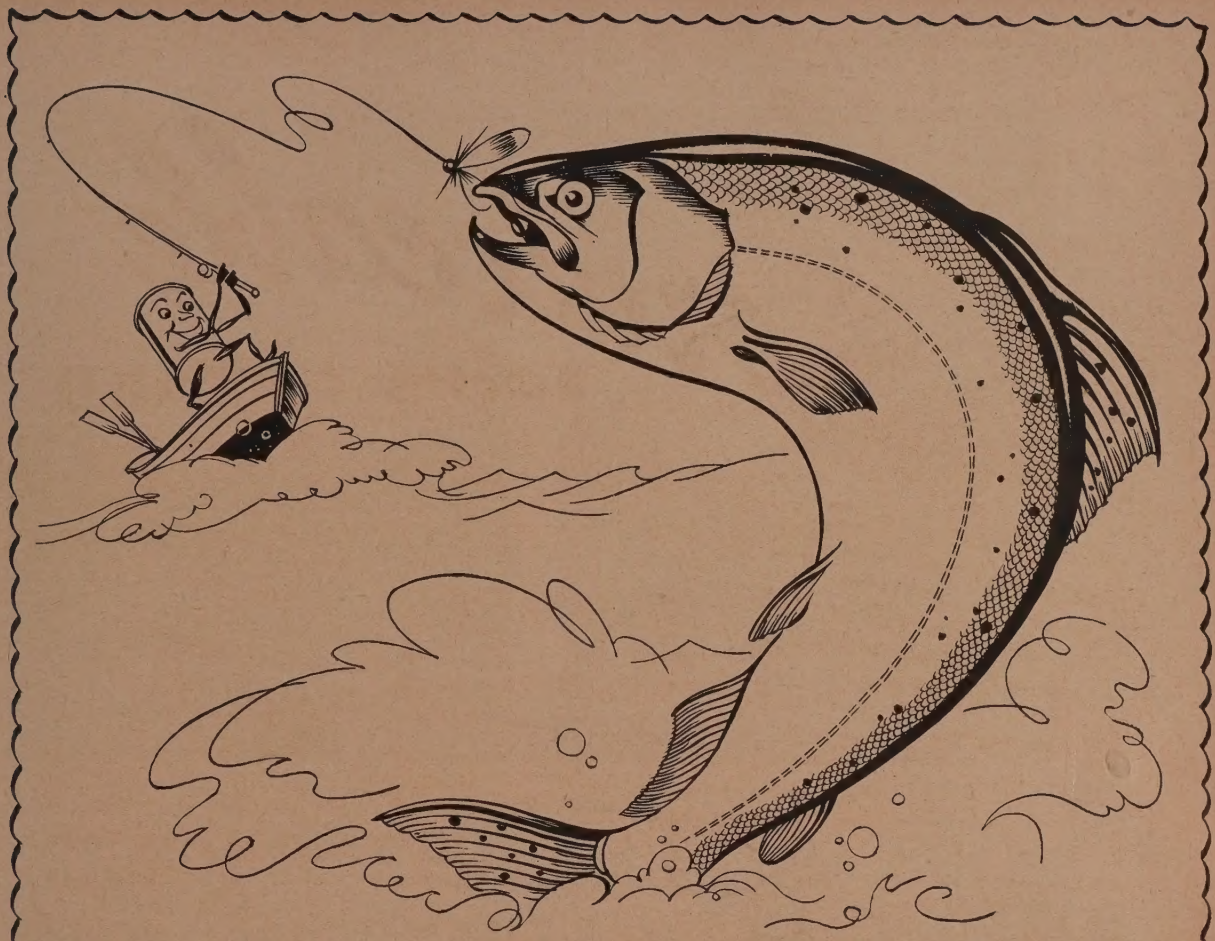


"For a fish out of water you can't beat a Continental Can"

says J. SILVER SALMON

Continental cans come in EVERY SHAPE AND SIZE that's right for fish . . . semi-formed and ready-formed.

They're PRECISION MADE...bright, tight and clean.

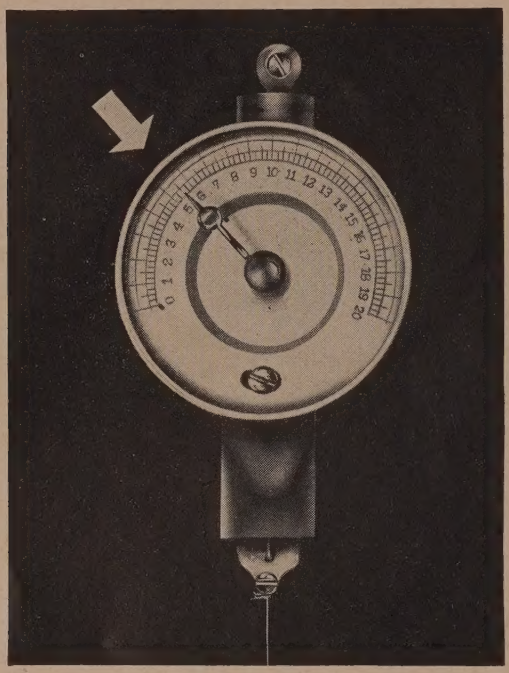
Continental is TOPS FOR SERVICE, too. We have a whole string of up-to-the-minute plants strategically located to serve you best.

You can't beat Continental as a dependable source of supply!

CONTINENTAL CAN COMPANY

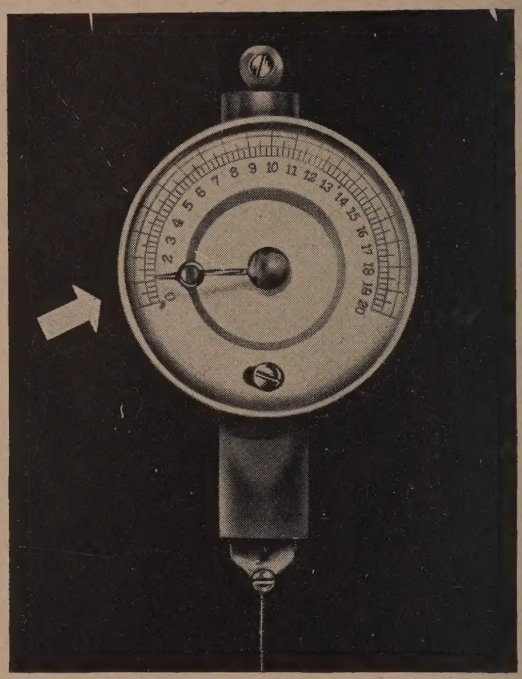
707 South Hill Street, Los Angeles 14, Calif. Russ Building San Francisco 4, Calif. 653 Skinner Building, Seattle 1, Wash.

Here's Your Proof . . .



*Trade Mark

NYLOCK after 4 weeks in the water



COTTON after 4 weeks in the water

. . . that your netting will LAST LONGER when it's made of NYLOCK® 100% Nylon

The machines shown above are testing the relative strength of NYLOCK Nylon vs. cotton (both having the same diameter and yardage) *after* both had been submerged in the water for 4 weeks. The same machines had also tested NYLOCK Nylon and cotton *before* they were submerged.

LET'S LOOK AT THE RECORD:	*Tests*
NYLOCK (before submersion)	**6.1 lb. strength**
COTTON (before submersion)	**3.25 lb. strength**
NYLOCK (after 4 weeks in the water)	**5.5 lb. strength**
COTTON (after 4 weeks in the water)	**1.1 lb. strength**

Notice that NYLOCK retained 90.2% of its tensile strength. Cotton retained only 34.2%. Here's your *proof* that NYLOCK Nylon Fish Netting retains its tensile strength better than cotton! That means it *wears longer* . . . gives you *more for your money!*

NYLOCK Nylon Netting also requires no drying–one net does the work of three! It needs no preservatives . . . is not affected by mildew, fungus growths, oil, or gasoline, and it is specially treated for sunlight resistance. NYLOCK Netting absorbs only 6% of its weight in water compared with cotton's and linen's 100% absorption. Tests have *proved* that NYLOCK Nylon Netting *increases the catch–lowers operating costs.*

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries–540 Orleans St., Chicago, Ill.
Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.–310-312 Bergen Avenue, Jersey City, N. J.

MOODUS NET & TWINE INC.–Moodus, Connecticut

A. M. STARR NET CO.–East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

While the short supply of basic Nylon still curtails our production, NYLOCK should become increasingly available over the coming months.

MANUFACTURED BY:
The **HEMINWAY & BARTLETT** *Mfg. Co.*
432 Fourth Ave., New York 16, N. Y.

SOLE DISTRIBUTORS:
BROWNELL & COMPANY, *Inc.*
—also manufacturers of Nylon Maitre Cord and Hanging Twine
Moodus, Connecticut

WICKWIRE ROPE

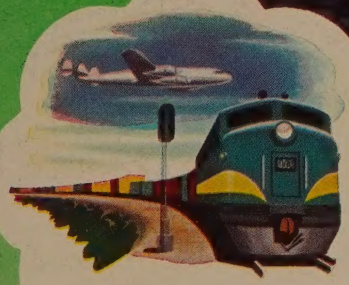
A PRODUCT OF CF&I

Ask any user . . . you'll find them everywhere

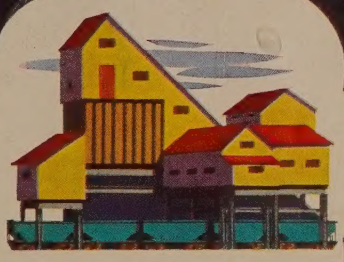
In scores of industries, users of Wickwire Rope have developed an affectionate respect for its performance, safety and long life. And, for true economy, they use Wickwire's WISSCOLAY® *Preformed*. It lasts longer — is easier to cut, splice and install. It's kink-resistant and safer to handle. Wickwire Distributors and Rope Engineers, in key cities everywhere, are prepared to render prompt service in meeting your wire rope needs. Wickwire Rope Sales Office and Plant — Palmer, Mass.

IN THE EAST—Wickwire Spencer Steel Div. of C. F. &I.
500 Fifth Ave., New York 18, N. Y.
IN THE ROCKIES—The Colorado Fuel and Iron Corp.
Continental Oil Bldg., Denver, Colo.
ON THE WEST COAST—The California Wire Cloth Corp.
1080—19th Ave., Oakland 6, Cal.

LOGGING



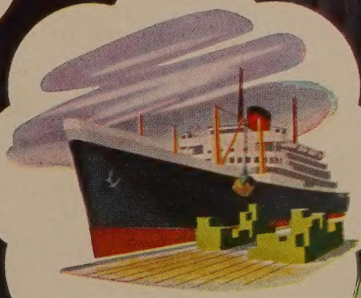
TRANSPORTATION



MINING

PETROLEUM

MANUFACTURING



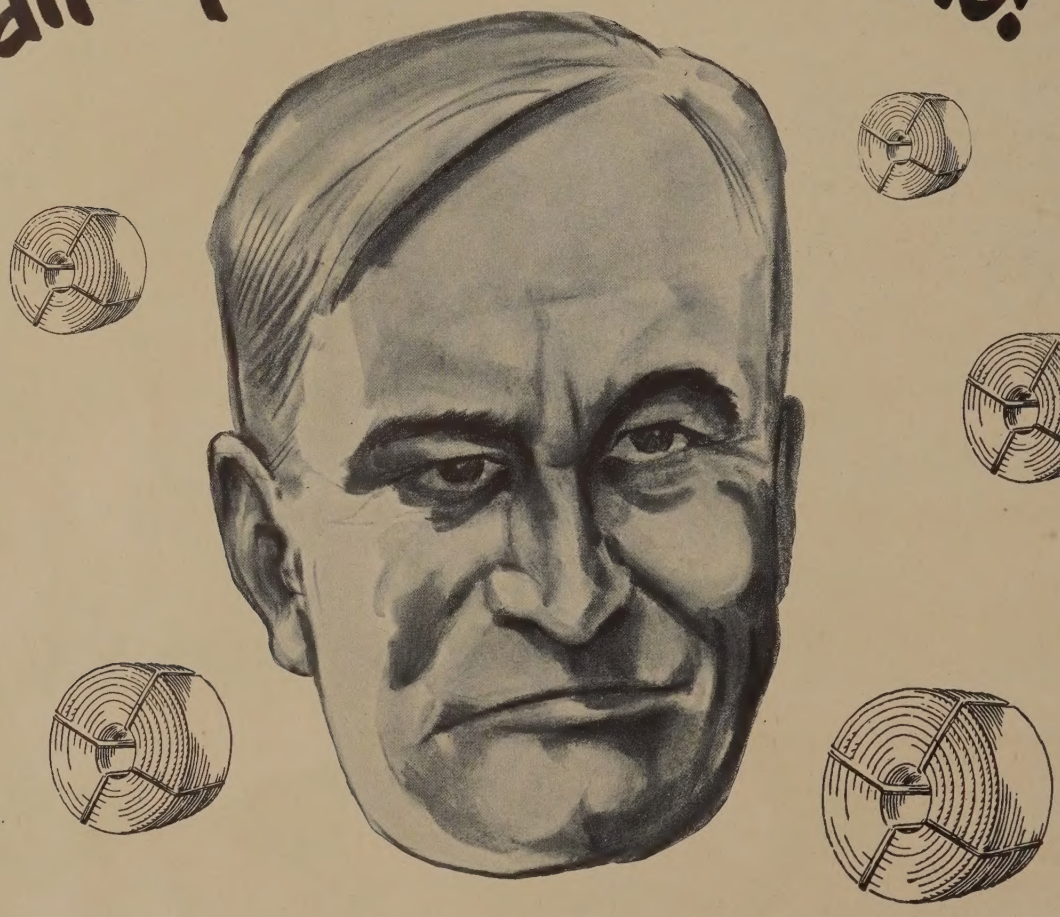
MARINE

CONSTRUCTION

A. E. Brotman

REFLECTIONS OF A ROPE BUYER (YOU, PERHAPS?)

"all ropes look alike to me!"



. . . maybe, but tests prove they don't all last alike

At a glance, all new ropes may look alike, but there can be a vast difference in construction. This affects strength and length of service. And, in the final analysis, length of service is the true measure of your rope cost.

Here is evidence that similarity in appearance does not mean similarity in performance.

Plymouth periodically tests all brands of rope. Recent tests—based on tensile strength, and giving other brands the benefit of an assumed rate of deterioration equal to SHIP BRAND—show that when the average life of ten other brands was 4.8 months, then the life of PLYMOUTH SHIP BRAND was 6 months!

On that basis, you would have to buy rope at 9¢ less per pound before you could approach SHIP BRAND'S low cost per month *to use!*

PLYMOUTH CORDAGE COMPANY
Plymouth, Massachusetts

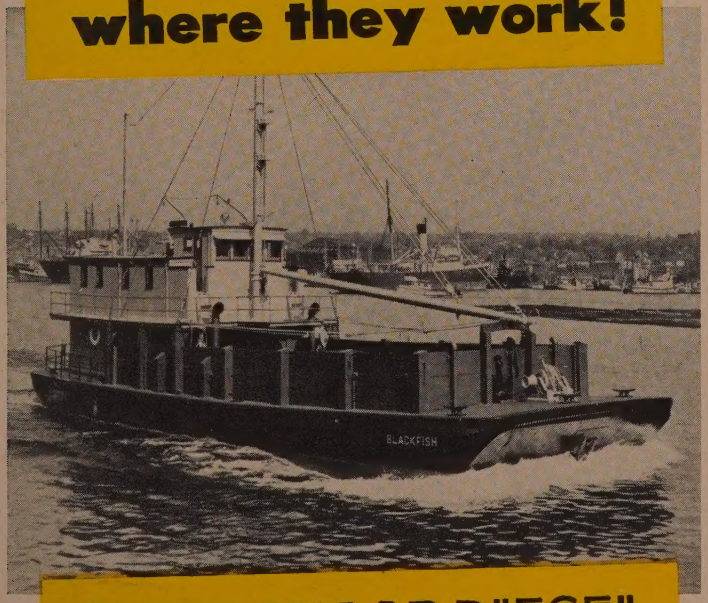
Prove Plymouth Savings Yourself
Send for unique cost-of-service chart. With it you can quickly figure what it is actually costing you *to use* your present rope, and how much you could save by using Plymouth.

SEE AND HEAR "THE PLYMOUTH STORY." *If you have not yet seen this color, sound film, write for an early showing. It shows how much more Plymouth puts into its ropes, so that the user may get more out of them.*

PLYMOUTH
Cordage Products

THE ROPE YOU CAN TRUST BECAUSE IT IS ENGINEERED FOR YOUR JOB

They need RUGGED POWER where they work!



CATERPILLAR DIESEL

REG. U. S. PAT. OFF.

Marine Engines

The remote Bristol Bay area of western Alaska is no place for a boat with a temperamental engine. You want power that's fool-proof and foul-proof, like the "Cat" Diesel Marine Engines in these square-nosed sister barges, the *Cachalot* and the *Blackfish*, used to pick up fish from the gillnetter boats and to feed the fishing crews. 80′ x 24′ x 4′5″, each barge has two D13000s driving 44″ x 30″ propellers. Normal speed is 8.75 knots.

Ask any fisherman who knows "Cat" Marine Diesels, and he'll tell you they're easy to run, simple to service and thoroughly dependable. Ask any owner, and you'll hear they're long-lived and economical. That's why it pays to standardize on them in fleet operation. The Alaska Packers Association, which owns the *Cachalot* and the *Blackfish*, also relies on "Caterpillar" power in the barges *Sea Lion* and *Manatee*.

Whether you need Marine Propulsion Engines, Electric Sets or Power Units, there's a "Cat" Diesel that meets your specifications. Your "Caterpillar" dealer is as close as the phone for information or service—call him today!

CATERPILLAR TRACTOR CO., San Leandro, Calif.; Peoria, Ill.

LOOK UNDER THE HIDE

"Caterpillar" pistons are made of highest quality aluminum. Weighing only ⅓ as much as iron, they decrease inertia loading, thus reducing crankshaft and bearing fatigue. Pistons are cooled by an oil spray—prolonging piston life and decreasing lubrication breakdown. Rings are made to high-speed aircraft standards. Top rings are chrome-plated—all rings are honed and lapped to offer up to 5 times normal ring and liner life. *Look under the hide for quality and long life—you'll find it in every "Caterpillar" part.*

When you talk of fish—you talk in billions!

Why not snare your share of this profitable business?

THE BILLIONS of fish that are caught and canned each year result in an astounding business.

A Half Billion Dollar Business . . .

. . . that's what American women will spend in the next 12 months for fish in cans.

And canned fish is becoming *increasingly* popular with housewives everywhere.

So the smart thing for you to do is to take advantage of this consumer trend and can your fish the Canco way—a way that offers you a multitude of services and advantages.

We'd be delighted to furnish you with further details.

AMERICAN CAN CO.

CANCO

NEW YORK
CHICAGO
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HAMILTON, CANADA

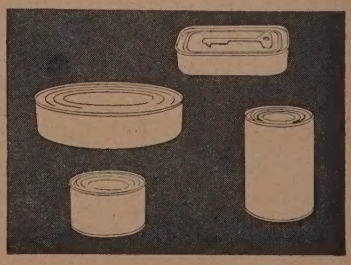
How Canco will help you

Lay out your plant . . . give you blueprint and layout recommendations for greatest efficiency.

Canco's nutritionists and testing kitchen will suggest ways your fish products can be made more appealing to the public.

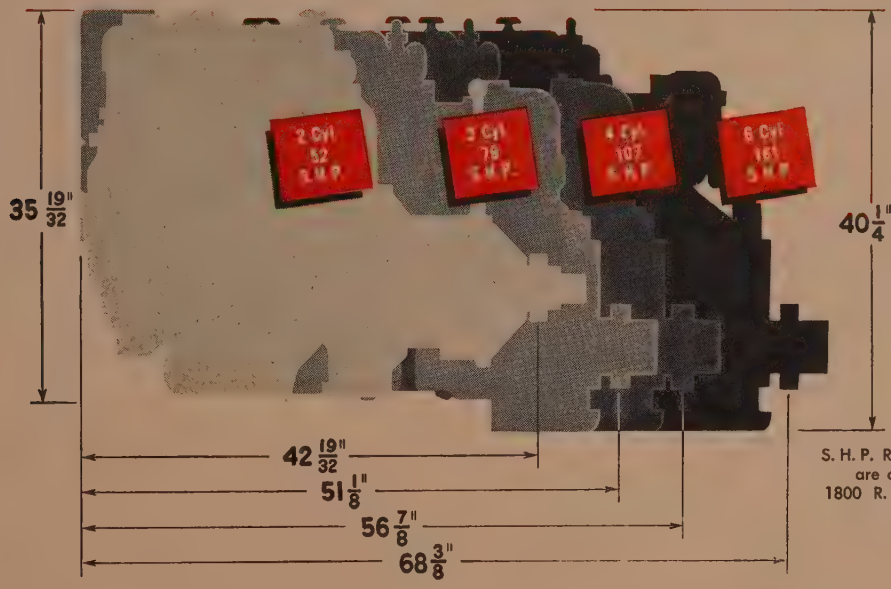
Recommend types of cans, lining, closures . . . advise you on all technicalities of processing.

Lithograph designing service by Canco merchandising experts, to help your product attract customers and sell faster.



HERE'S DIESEL POWER

for EVERY SIZE CRAFT



SOME people still think of a Diesel as a big, bulky, slow-turning engine that's hard to start. But not all Diesels are like that now.

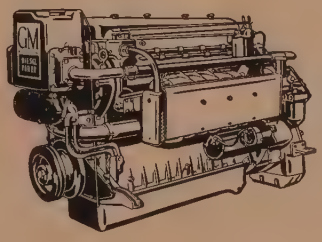
Today General Motors Series 71 Marine Diesels—in 2-, 3-, 4- and 6-cylinder singles, "Twins" and "Quads"—are replacing gasoline engines in all sizes of craft—*because experience proves they are far more dependable, economical and safe.* They are replacing other Diesels too because of their compactness and lighter weight.

As shown by the dimensions above, GM Diesels have less bulk per horsepower. Being two-cycle, they deliver power on every downstroke—not on every other stroke as do 4-cycle engines. This makes them more compact, eliminates excess, needless weight and leaves more space for cargo or accommodations.

It also makes them smoother—a "four" runs like an "eight," a "six" like a "twelve."

GM Diesels start at the press of a button. They use safe, inexpensive fuel and run steadily with little attention. Most parts of engines from 2-cylinder to the 24-cylinder "Quad 6" are interchangeable, and GM sees to it that replacements are never far away.

Whether your need is for propulsion or auxiliary power—for fishing boat, tug or yacht—it will pay you to investigate General Motors Diesels. Let us give you all the facts.



6-cylinder General Motors Series 71 Diesel with hydraulically operated gear. This gear provides for easy direct or remote control and greatly reduces overall size and weight.

DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES...*Up to 275 H.P.* **DETROIT 28, MICHIGAN** MULTIPLE UNITS...*Up to 800 H.P.*

GENERAL MOTORS

GM GENERAL MOTORS DIESEL POWER

DIESEL BRAWN WITHOUT THE BULK

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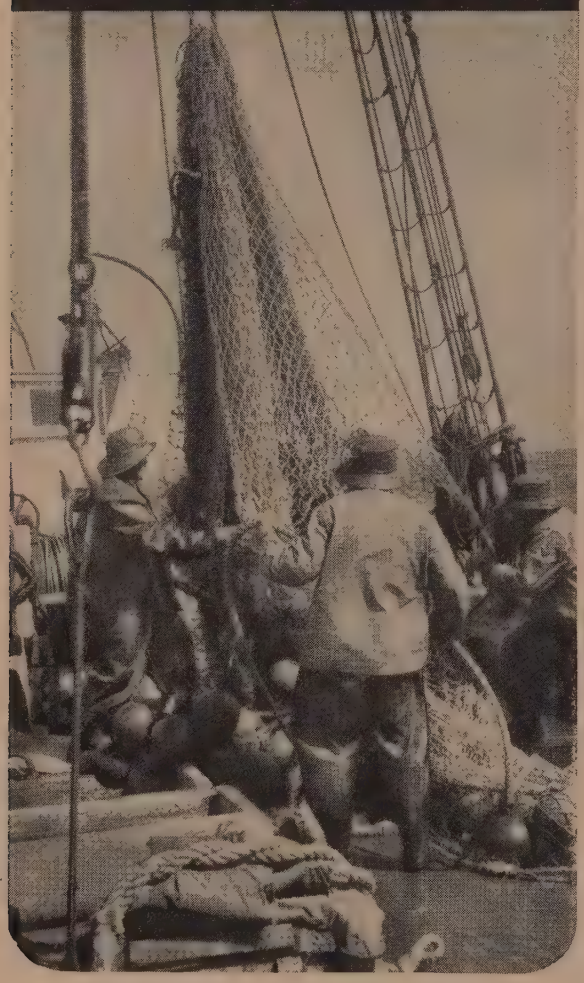
Gunderson Bros. Equipment Corp.
PORTLAND 9, OREGON

West Coast Engine & Equipment Co.
BERKELEY, CALIFORNIA

You're on the right tack when you rig with Roebling



YOU SAVE MONEY when you install Roebling Wire Rope for Rigging and Trawler Lines. And that's because Roebling rope gives you a lot of *extras* . . . extra strength and toughness . . . extra resistance to corrosion . . . extra dependability and long life on the job.

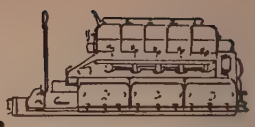
Steel used in Roebling Wire Rope is specially made in Roebling's own steel mills. Every step in drawing the wire and stranding is performed with painstaking care and by the most modern, precision machines. Wherever wire rope is at work today, Roebling is the most famous name ashore and at sea.

There's a Roebling Wire Rope of the right type and size for your every requirement. Have your Roebling Field Man help choose the *right* ropes for top service at lowest cost. John A. Roebling's Sons Co. of California—San Francisco—Los Angeles—Seattle—Portland.

ROEBLING

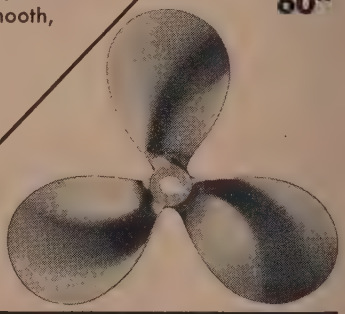
A CENTURY OF CONFIDENCE

WHY CRIPPLE A GOOD ENGINE?...



. . . with an indifferently selected, inferior propeller? By consulting with your Federal dealer you can get a "TRU-PITCH" that's scientifically matched to your hull and engine requirements . . . precision built to convert every ounce of your power into smooth, effective thrust.

IN SIZES UP TO 60"



IT PAYS!

FEDERAL TRU-PITCH

FEDERAL PROPELLERS

GRAND RAPIDS 3, MICHIGAN

RCA

AUTHORIZED DEALER

RADIOMARINE

DIRECTION FINDERS • RADIOTELEPHONES

Shepherd Radio Shops are skillfully manned and equipped to service your radio equipment. Complete spare parts available.

only at

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San Diego MAin 8071

SHEPHERD
DIESEL MARINE

San Pedro TE 3-2787

★ ★

FOR FISH PROCESSING EQUIPMENT

IT'S **STANDARD** *all over the world*

STANDARD fish processing plants are making profits for their owners in all parts of the world. Fish Meal and Oil Plants, Fish Canneries, Component Parts. Inquiries welcomed.

STANDARD STEEL CORPORATION

5013 BOYLE AVE., LOS ANGELES 58, CALIF.

★ ★

Capt. George Kell, one of the most experienced tuna fishermen and an Albacore expert, answers a call received on his Radiomarine 75-watt Radiotelephone.

"I can reach the length and breadth of the tuna fishery with my Radiomarine Radiotelephone"

Capt. George Kell, Owner-skipper of the "New Comer"

FOR OVER TWO YEARS Radiomarine model ET-8012-D has supplied dependable radiotelephone service to Capt. George Kell and the crew of the tuna clipper, "New Comer." The hardworking, 56-foot-long, 17-foot-8-inch-beam, "New Comer," shown above, is returning from a 130-day-trip fishing below the international border out of Los Angeles Harbor.

Radiomarine Model ET-8012-D is a 75-watt, 10-channel radiotelephone. It operates from 32- or 110-volt d-c power supply. Because of its long range and dependable performance it is a favorite of offshore fishing vessels. Radiomarine Radiotelephones keep owners and captains of fishing craft in touch with the home office . . . advised of markets, locations of schools of fish . . . summon aid in case of breakdowns. A Radiomarine Radiotelephone steps up efficiency of fishing craft and work boats, quickly pays for itself.

Write for illustrated literature.

Model ET-8044
4 channels, Standard Broadcast Reception

Model AR-8711
Direction Finder with Standard Broadcast Radio

Model ET-8037
30 watts, 6 channels

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PURSE SEINING — PACIFIC COAST

HAUL SEINING — ATLANTIC COAST

Netting that *Pulls* and *Holds* and *Pays!*

For over a century, men who have fished oceans, lakes and rivers have come to know SEA KING Cotton Seine and GENUINE STEEL GREY Linen Gill Netting as old and trusted "hands". Now, NYLON Gill Netting joins the "crew" — all "shipmates", ready and dependable when the going is hard and the hauls heavy. For netting that pulls 'em up to the last fish, that pays off best *in profit loads and longer life*, ask for...

- **SEA KING Seine and Trawl Netting**
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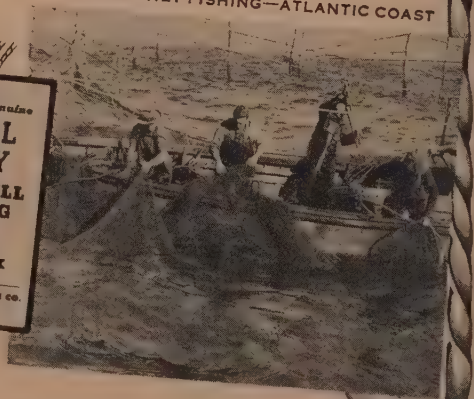

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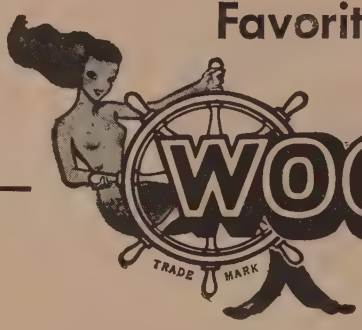

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WOOLSEY COPPER BOTTOM PAINTS—the standard anti-fouling bottom paint used by commercial fishermen for nearly a century. They're highly toxic, with high copper content. They're easy to apply, economical—the finest protective finishes for wood and steel vessels at sea.

VINELAST, METALAST and TRADEWINDS—Woolsey bottom paints for wood and steel vessels—have consistently kept bottoms free from fouling and corrosion for as long as two years without haulout. While you are fishing, these bottom paints protect your boat from borers, fouling, corrosion, deterioration—and you are assured of greater speed, lower fuel consumption, fewer lay ups.

Listed on the map at the right are the seven affiliated marine stores—each with years of experience in servicing and selling the best in marine supplies. Whatever you need, you'll find here in stock, or quickly and conveniently available.

Other quality lines available through the seven affiliated firms listed on the map at the right, include:

LUBRIPLATE marine lubricants
HALF-MILE and MILE-RAY searchlights
KELVIN-WHITE and DIRIGO compasses
PLYMOUTH cordage
BARBOUR'S linen and GOLD MEDAL cotton netting
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TAYLOR and AIRGUIDE barometers
GOODRICH *Cutless* rubber bearings
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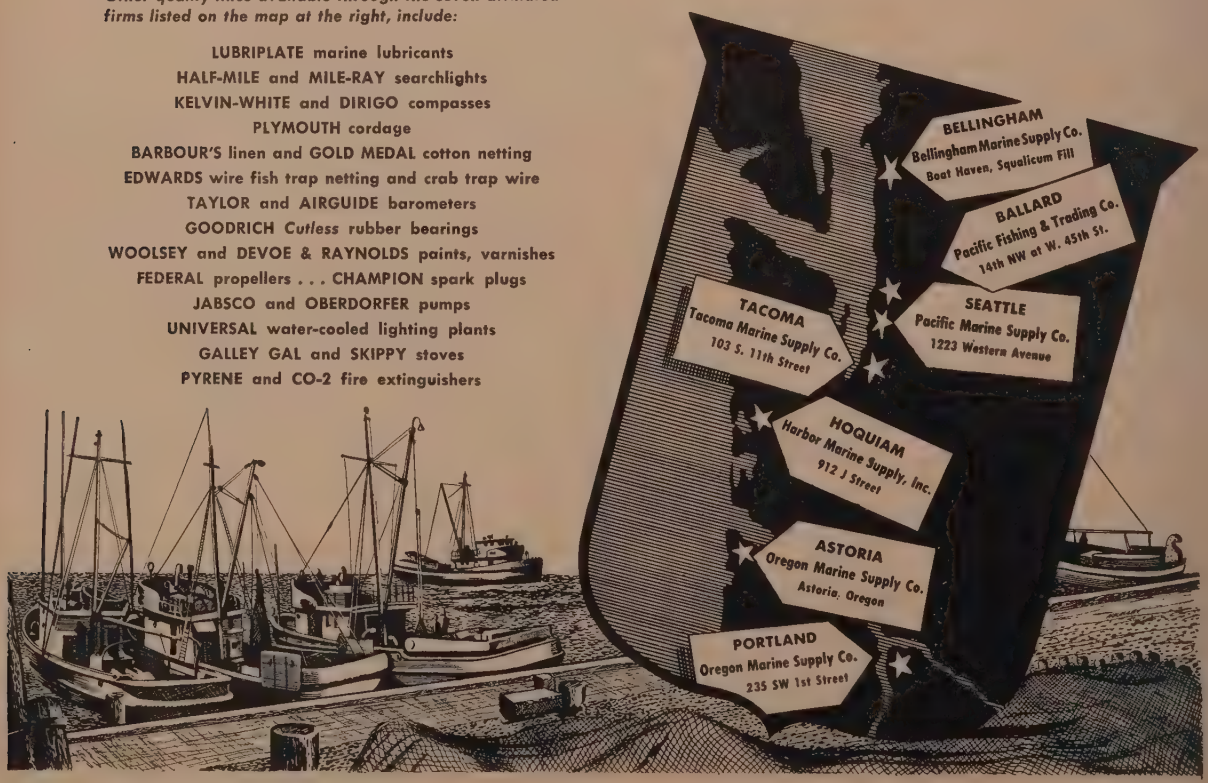
FEDERAL propellers . . . CHAMPION spark plugs
JABSCO and OBERDORFER pumps
UNIVERSAL water-cooled lighting plants
GALLEY GAL and SKIPPY stoves
PYRENE and CO-2 fire extinguishers



PACIFIC FISHERMAN

JUNE, 1950

JURISDICTIONAL PARALYSIS

Canned Salmon Industry Enmeshed in Inter-Union Conflict as Harry Bridges Seeks Control of Alaska

Enmeshed in a jurisdictional struggle between cannery workers unions, the Alaska salmon canning industry at presstime for this issue was stalemated in its season's preparations.

Effect of the crisis on the season's operations could not be foreseen in May; but the possibilities were sufficiently grave to cause real concern.

At presstime the Alaska Salmon Industry, Inc., had filed unfair labor practice charges with the National Labor Relations Board, charging Cannery Workers Local 7-C, I.L.W.U., with conducting a secondary boycott against the salmon canning companies represented by the Alaska Salmon Industry, Inc.

At that time pickets were being maintained at a number of company terminals in Seattle, and at Bellingham and Blaine, Wash.

The Facts in Review

Brief recapitulation of the historical facts in the case is:

1. For a number of years the Alaska Salmon Industry, Inc., has had a contract covering non-resident cannery labor with Local 7, Food, Tobacco and Agricultural Workers Union, C.I.O.

2. This spring the Congress of Industrial Organizations expelled the F.T.A. on the grounds of Communistic domination of its leadership.

3. C.I.O. promptly proceeded to organize Local 77, United Packing House Workers, C.I.O., to represent the Alaska non-resident cannery workers.

4. On the other hand, the International Longshoremen's and Warehousemen's Union, headed by Harry Bridges, absorbed the C.I.O.-ejected Local 7 and re-constituted it as Cannery Workers Local 7-C of the I.L.W.U.

5. The Alaska Salmon Industry, Inc., having satisfied itself that Local 77, United Packing House Workers, C.I.O., had affiliated a majority of the non-resident cannery workers who were formerly members of Local 7, F.T.A., signed a contract with the C.I.O. union.

6. Bridges' I.L.W.U., seeking to force the industry to accept its Local 7-C, picketed steamers loading cannery cargo for Alaska.

7. The Alaska Steamship Co. May 10 announced that it would not receive cargo destined for Alaska canneries because doing so would result in general picketing and interruption of steamer service to Alaska generally.

8. I.L.W.U. withdrew pickets from Alaska Line ships, but established them at company terminals where vessels might load.

9. Alaska Salmon Industry, Inc., filed unfair labor practice charges against Local 7-C, I.L.W.U. with the N.L.R.B.

There matters stood at presstime.

The "Battle for Alaska"

Some close observers see in the situation a more complicated pattern than that of a mere jurisdictional dispute between unions.

They feel there are grounds for belief that the conflict actually is a part of a broad plan designed to give Harry Bridges' I.L.W.U. domination over strategically vital Alaska. While the initial paralysis in-

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Aubin R. Barthold Heads Alaska Packers Association

At the annual meeting of stockholders of Alaska Packers Association, held in San Francisco in May, all members of the board of directors were re-elected and, in addition, D. T. Saxby was placed on the board.

The directors now are A. K. Tichenor, L. E. Wood, R. L. Pratt, R. M. Barthold, Stanley Powell, Aubin R. Barthold, Marshall P. Madison, W. H. Carr, Ralph Brown, G. R. Ward and D. T. Saxby.

At the meeting of the board of directors immediately following the stockholders' meeting, A. K. Tichenor resigned from the presidency and Aubin R. Barthold, who was formerly vice-president and general superintendent, was elected to fill this position.

A new office of controller was established and Ralph S. Olpin was elected to that position.

volved only the salmon industry, observers felt it could be extended readily to cripple construction in Alaska's military defense projects.

They point to the fact that Bridges within the year won control of Hawaii, America's southern bastion in the Pacific. Now, since he was convicted of perjury in securing American citizenship, they see him seeking also to win complete control of America's northern strongpoint — the world's most strategic ground.

Strictly a Jurisdictional Struggle Between Unions

The May crisis in Alaskan salmon canning preparations was strictly a jurisdictional conflict between unions—one thrown out of C.I.O. on grounds of Communist-domination; and the other set-up by C.I.O. to take the place of the ejected group.

There was no argument between the salmon canners and the cannery workers on points of wages or working conditions.

Supreme Court Holds Share Fishermen Are Subject to Anti-Trust Laws

Refusing to review the findings of the lower courts in the anti-trust law conviction of a group of 14 members and officers of International Fishermen and Allied Workers of America, the United States Supreme Court May 1 added a clinching decision to those which heretofore have said, in effect:

"Fishermen operating on shares are independent businessmen, and an organization of such cannot enjoy exemption from the anti-trust laws on the grounds that it is a labor union."

The decision has been paraphrased another way:

"A union which bargains on prices instead of wages can be convicted under the anti-trust laws."

The Supreme Court ruling was no surprise to those who have studied prior cases—notably that of the Columbia River Packers Association vs. the Pacific Coast Fishermen's Union.

The I.F.A.W.A. case was brought as a criminal action, the government contending that the San Pedro local of I.F.A.W.A. "conspired" to fix prices, and then sought to force dealers by picketing to pay the prices fixed by the union.

Union leaders proved wholly unwilling to discuss the decision and its implications.

There can be little doubt that the Supreme Court ruling eventually will have profound effect upon the economics of fishermen's marketing.

Informed persons in the industry felt it obvious that the decision would tend to encourage the development of fishermen's cooperatives in place of unions.

As a matter of fact, by the time the decision was a fortnight old it was reported in California that I.F.A.W.A. locals were moving toward conversion to cooperative status.

Length of Puget Seines and Fishing Week Is Cut

With shortened purse seines and a shortened fishing week as the stand-out changes, General Order 256, was brought out by Washington Director of Fisheries Alvin Anderson recently as an early step in his program for the development of the state's fisheries on a sustained yield basis.

Mr. Anderson makes it plain that this order, which makes scores of changes — some important, some minor—in the Washington fisheries code, is by no means the entire program. There will be more changes in the near future, he says; changes which he believes will produce effective management of Washington's fisheries, with their wider development and continuous up-building.

"The present order is designed primarily to halt inter-gear and sports vs. commercial controversies by eliminating points of argument and conflict—and at the same time to establish workable regulations, which can be enforced," he says.

The order extends the weekly closed period on Puget Sound to 48 hours (from 36), Friday midnight to Sunday midnight, until August 31. From August 31 to November 30 the waters outside the "77" line are closed 24 hours weekly from midnight Saturday to midnight Sunday.

Mr. Anderson's new order provides a maximum length of 1,800′ for a purse seine, with a maximum length including lead limited to 2,000′. He believes that this net will prove effective in all the waters of Puget Sound, and can be used by large vessels as well as small ones.

Means of enforcing this seine-length order is provided by a requirement that a fisherman must lay out his seine to be measured whenever directed to do so by a qualified officer.

Numerous provisions in the order are designed to block loop-holes which have permitted infractions in the past. Such measures include forbidding of gillnet gear aboard a boat during the closed salmon seasons in the Willapa and Grays Harbor districts. Another enforcement measure requires that the seller as well as the buyer must sign fish tickets.

Reviewing the provisions of Order 256, Mr. Anderson says:

"The steps provided for in this order are essentially adjustments designed to eliminate conditions which have proven to be barriers to cooperation and concerted effort on a larger program designed to develop our fisheries, commercial and sport together, on a sustained yield basis. We now can move on to the larger aspects of the program, which will include:

1. Research; 2, Propagation; 3, Protection of spawning and rearing areas; 4, Elimination of pollution; 5, Assurance of adequate escapement.

Senators See Interior Seeking Perpetual Power Over Alaska

Senate committee hearings on Bartlett's Alaska Statehood Bill made one thing abundantly plain:

The bill as it came to the Senate was designed by the Department of the Interior to perpetuate its power in Alaska, whether the American North be state or territory.

Although on its face the bill appeared to give much to Alaska, inquiring senators found in its phraseology flaws of draftsmanship which looked suspiciously as though they were not flaws at all, but weasel words intended to confer on Interior forever all of the authority that it wields in Alaska today.

The Department of Agriculture is well taken-care-of in the bill, which gives perpetual authority over the National Forests, with the state to receive the income—if any—from one-ninth of the forest lands. Never under any circumstances would the state have one iota of authority over its timber wealth—for virtually all of Alaska's timber lies within the National Forests.

With the Department of Agriculture thus solidly entrenched in Alaska, be it state or territory, could anyone believe that the Department of the Interior—Agriculture's great rival—would support a bill under which Interior would surrender its authorities over fisheries, over Indians and the creation of Indian reservations, over mines and mineral lands.

Certainly the members of the Senate committee did not think so, and by their questioning they developed evidence that H.R. 331 would confer a form of Statehood in which the power and authority of the federal bureaucracy, as manifest in the Departments of Interior and Agriculture, would lie as heavily on Alaska as it does today.

As the hearings adjourned it was evident that the Senate's interior committee had no intention of presenting the bill for passage without sweeping amendment which would specify plainly and without equivocation the properties and authorities which were being given to the state, and the limitations laid upon federal functions.

Alaskans made an ardent case for the statehood measure, and supported it strongly; but the proponents' presentation showed beyond any question that this support was essentially emotional and not based on a knowledge of the bill and what it would do.

Alaskans favored the bill largely because they sought freedom from federal bureaucracy. The keenest of them came away with a new understanding that Interior was supporting the bill because it would saddle Alaska with Interior forever.

Sockeye Optimism Brings Firm Note of Warning

A warning against excessive optimism as to the size of the 1950 Sockeye run on the Fraser River is issued by the International Pacific Salmon Fisheries Commission, due to the fact that it finds many "outside" fishermen, especially those ordinarily operating in Alaska waters, are contemplating fishing the Fraser River run of Sockeye.

"This rapidly increasing fleet is endangering rehabilitation efforts and necessitating severe restrictions in order to obtain adequate escapement," the commission declared. "The 1950 run may or may not be a repetition of the large runs in 1942 and 1946. Our research has not yet reached the stage where we can successfully predict the total size of an incoming run of Sockeye.

"We expect increases in the smaller populations previously affected by the Hell's Gate block, but the large Adams River run has not been seriously delayed for some time. For this reason the Adams River is now the mainstay of this year's Sockeye catch and there is some indication that its productivity is faltering and may have actually reached its optimum level.

"Until the commission can establish in advance some knowledge of productivity based on several four-year cycles they cannot be sure of all the factors having a governing influence on the size of the incoming run.

"Should a large fleet concentrate on the Fraser run of Sockeye, only disappointment to the fishermen can follow if the run is not equal to expectations. The commission's duty under the treaty will be to obtain adequate escapement to the spawning areas at all costs, to guarantee future production not only from the Adams River but from all other spawning areas in the Fraser River."

Dick Saxton Developed The Fish Stamp Idea

Dick Saxton of The Linen Thread Co. staff at San Francisco, as well as his step-father, Sam Barbour, and his boss, John E. Richardson, must have felt a glow of pride when one of the six resolutions passed by the N.I.F. convention called on the Post-office Department to bring out a stamp honoring the fishing industry.

This idea was projected and elaborated by Mr. Saxton in his address before the Fish Toastmasters, a group of members of the N.F.I.—most of them in the younger age-group—interested in developing facility in speaking on fishery subjects.

CLEANS
_as it
PROTECTS
_as it
LUBRICATES

NEW TYDOL *Heavy Duty Motor Oils, for Gasoline, Diesel and Butane Engines,* solve the problems of modern lubrication and extend engine life—eliminate harmful deposits and protect engines from excessive wear. New Tydol HD, Tydol HD S-1, Tydol HD S-2 are made of high quality, high VI paraffinic base oil and new types of "additives." They cover three distinct potency levels to meet every lubrication problem likely to occur in automotive and stationary engines using gasoline, butane, or diesel fuels.

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Tide Water Associated Oil Company

CHECK THESE TYDOL PERFORMANCE FEATURES!

- ✓ Easier starting—better performing even at extreme temperatures.
- ✓ Contains anti-foam agent and assures positive lubrication. Low oil consumption.
- ✓ Freedom from ring sticking—less piston ring and cylinder wear.
- ✓ Prevents sludge and varnish deposits and clogging of oil ducts and passages.
- ✓ Insures free acting valve stems. Provides cleaner filter elements.
- ✓ Non-corrosive to alloy bearings and other engine parts.
- ✓ *Cleans* as it *protects* as it *lubricates.*

TYDOL HD

Especially recommended for high speed diesel, gasoline, butane fueled engines in automobiles, buses, trucks, tractors, stationary units under normal Heavy Duty conditions. SAE grades 10, 20, 30, 40, 50.

TYDOL HD S-1

Has higher detergency level than Tydol HD. For operation under cold stop and start conditions and under unusually severe continued overloaded conditions in all types of engines. SAE grades 20, 30, 40.

TYDOL HD S-2

Has highest detergency level of the Tydol Heavy Duty series. For high performance and supercharged diesel engines using all kinds of diesel fuels under the most extreme conditions. Available in SAE grade 30.

Call your Associated Representative for expert help on any lubrication problem.

TIDE WATER ASSOCIATED OIL COMPANY

Pacific Reefer, newest refrigerated tuna mothership to join the Southern California fleet for long-range service. The former 184-foot U.S. net tender was converted by Martinolich Shipbuilding Co. at San Diego to replace *Reina del Mar*, which burned at sea last year.

Tuna Imports in Can and Cargo Impair Positions of U. S. Producers

In May Southern California tuna packers were beginning to recall the days in the early Thirties when Japanese canned tuna poured into this country by hundreds of thousands of cases, and just about toppled over their industry.

Tuna packers don't like today's situation any more than they did then. Why should they, when they find their goods blocked out by Jap fish from the consuming markets of New York and New England,

It looked in May as if Japanese canned tuna was being sold at flood tide along the eastern seaboard, as practically every broker was offering parcels and "store door delivery" at prices sharply below the California quotations.

Actually the situation perhaps wasn't as bad as it seemed, because a great deal of confusion was created by many brokers apparently all offering the same parcels. However, for the future the situation looked critical.

It was generally understood that SCAP was permitting 500,000 cases to be packed for export to this country in 1950. This is only 100,000 cases short of Japan's peak exports of canned tuna to the United States in 1933.

Imports of half a million cases of Japanese tuna, both light meat and Albacore; and another estimated 500,000 cases from South America in 1950 is not a healthy outlook for California packers, and then how about 1951?

Frozen Tuna Quoted Low

Then, there's the raw fish picture —gloomy, too, this time for the fishermen. There were all kinds of offers reaching California packers last month on frozen whole tuna from Japan. Peru estimates she can ship a minimum of 2,000 tons, Yellowfin, this year.

Japanese raw frozen Skipjack, with an 8-lb. minimum, inspection at point of destination, is being offered at $280-$290. (Southern California packers pay $290 per ton to their own fishermen.)

Albacore, landed, size 15 to 40 lbs., shipments to begin in May, was offered at $375. (Southern California fishermen were asking packers to pay them an opening price of $500 per ton for the 1950 crop, which should start in volume toward the latter end of July.)

Jap Canned Tuna Prices

Let's look at the situation on the eastern seaboard for canned Japanese tuna. White Meat fancy is offered at $13.50-$13.85, depending on how it is bought. Light Meat Fancy from $10.75 to $12.00, with that futures of Light Meat generally being quoted at $10.75.

How about Southern California f.o.b. quotations on private label business? Light Meat Fancy, $13.25; Standard, $12.25; Chunk Style, $11.25; Grated, $10.25. Add 40c per case, freight, and where is the West Coast going to get any business on the eastern seaboard?

That isn't all. A small shipment, said to be less than 1,000 cases, arrived on the east coast from Japan, packed in brine (on which the duty is only 12½% instead of 22½). It was offered at $8.60 per case.

Again: There have been small shipments—feelers, no doubt—of Japan canned tuna, Light Meat Fancy, landed at both San Francisco and Seattle and shipped, through rate, to St. Louis, Kansas City and Chicago, for $12.50.

What to Do?

The nationally advertised labels, such as Van Camp's "Chicken of the Sea," French's "Star Kist" and Westgate-Sun Harbor's "Breast O' Chicken," had not suffered severe slackening of business in New York and the New England territory to the end of May, but sales managers were beginning to feel concern, and trying to do something about it.

The California Fish Canners Association (actually an organization with membership only in Southern California) was becoming very active through its Sales Managers' committee, headed by James B. Lane, vice president, Westgate-Sun Harbor Company.

Just what course of action would be taken had not been definitely decided.

In a recent statement, W. Wade Ambrose, permanent chairman of the fisheries advisory committee, declared: "The situation can become extremely serious in three or four

years if we are unable to convince the government to place a limitation on the amount of tuna imported into this country."

"In 1949," Mr. Ambrose went on, "imports of tuna increased to 650,000 cases, more than one-tenth of the total produced in this country, and an even greater amount is expected this year.

"We are putting $8 worth of raw fish alone into every case, and this does not include labor and other costs. If the market again tightens and foreign tuna price is cut, the domestic industry will feel the pinch," he said.

Sardine Reduction Quota Doubled

The California sardine industry will have a quota of 150,000 tons of sardines for reduction in the 1950-51 season.

This was just double last season's "austerity" allotment of 75,000 tons. The California Commission has approved 99 applications from plants having reduction permits last season. One was held in abeyance, and four new permits were granted, so it appeared that 103, and possibly 104, sardine reduction units would split 150,000 tons of sardines this season—if the fish are there.

Richard S. Croker, chief, Bureau of Marine Fisheries, Division of Fish and Game, had a recommendation of 50,000 tons. Mr. Croker said that there were not enough sardines left for a reserve population, and that the fishery was dependent on young fish. Southern California alone, he predicted, would have a successful fishery. Monterey would be even more dependent upon a one-year class, while southern California was fishing on two-year classes, and San Francisco would be worse off than either — depending upon the older fish.

Mr. Croker said that the sardine fishery in the Pacific Northwest was ended until recruitment again can take place. He said that a coastwise take of 400,000 tons per season was reasonable, and that when it was greater the catch began to deplete the population. The speaker said that there was every reason to believe that the sardine catch would have remained stable around 400,000 tons.

"Southern California will dominate the fishery," the speaker said. "San Francisco and Monterey will be on a hand-to-mouth basis as far as fishing goes. The Northwest has passed out of the picture. We should have a fair catch this year.

"If we could estimate the portion of the catch to be canned we would be in a better position to figure out what the annual take should be."

Industry Asks 250,000 Tons

W. O. Lunde, Hovden Food Products, Monterey, stated that there was an ample supply of fish in Monterey Bay last Fall, and if there had been no limits imposed by processors on boats for economic reasons, the catch for the state would probably have been 750,000 tons. He asked the commission for a 250,000-ton limit for the 1950-51 season.

Peter J. Ferrante, representing the Monterey Purse Seiners Association, and the Monterey Small Boat Owners Association, said that the groups he represented requested the commission to grant 250,000 tons of sardines for reduction purposes.

R. H. Merritt, Enterprise Packers, speaking for a number of other Monterey processors, concurred in what Mr. Ferrante said.

Julian G. Burnette, speaking for the fish reduction plants on San Francisco Bay, also requested 250,000 tons, as did George Issel, representing AFL fishermen and sardine processing plant workers in Monterey and San Francisco; Harold Lokken, Pacific Coast Purse Seiners Association; Jeff Kibre, CIO International Fishermen & Allied Workers; Tony Ostoich, Calcap Fisheries, and John Reel, Fishermen's Cooperative, San Pedro.

Don T. Saxby, California Packing Corporation, asked the commission to grant as much tonnage as the fishery would stand, and John Morris, French Sardine Co., concurred with Mr. Saxby. John Costanza, Carquinez Fisheries, and Nick Trani, Associated Boat Owners of San Pedro, also asked for increased tonnage of fish for reduction purposes.

After all the speeches were made, Commissioner L. F. Payne moved that 100,000 tons be granted for reduction purposes. The motion died for want of a second. Commissioner Paul Denny then moved that 150,000 tons be granted for reduction purposes, and this was seconded and passed.

New Plants Get Permits

The new plants seeking permits were the J. B. Brucia plant, Moses Landing, formerly the Thomas Fisheries; Brooks Mfg. Co., Wilmington; Lido Fisheries, Wilmington, and Seaside Fisheries Co., Long Beach.

Some discussion from the floor both pro and con was held regarding the granting of these permits.

The matter of consolidating permits, as was done last season—five permittees running their permits off in one reduction plant was brought up, but it was put over until the next meeting.

Clipper Landings Light

San Diego's tuna clipper fleets, working the Pacific from Lower California to the Galapagos Islands, weren't having too much luck to mid-May, but conditions were reported improving.

The San Diego clippers were behind in gross tonnage on May 1, against the same period in 1949. For the initial four months of operation this year the total was 19,163 tons, all grades, whereas in the corresponding first third last year 20,788 tons had been flumed. One reason was diversion of High Seas Tuna Packing Co. clippers to French Sardine Company Terminal Island during changes in the former's unloading system.

By May 10 hook-and-liners were appearing at canneries more frequently, and in May to that date San Diego had received some 1,600 tons, the majority of this Yellowfin. Last year, in May, the southern port flumed 8,841 tons.

The San Diego pack for April was 186,783 cases, and the total for four months in 1950, 797,080 cases, against 821,393 cases last year. High Seas was expected to get into full production again in early June and bring the port's production back to normal.

April saw 4,466 tons unloaded, the breakdown being: Yellowfin, 3,251 tons; Skipjack, 1,163; Bluefin, 5; bonito, 2 and yellowtail, 45 tons.

STANDARD ENGINEER'S REPORT

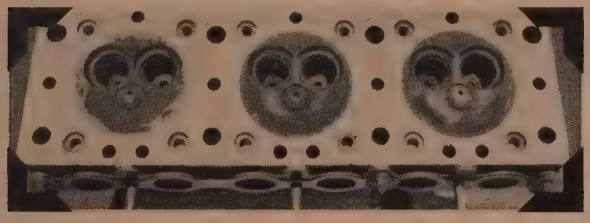
DATA

LUBRICANT	RPM Delo Oils
UNIT	Caterpillar D13000 diesel
OPERATION	Operating 75 KW generator on ship
CONDITIONS	Constant speed – varied loads & temp.
PERIOD	2119 hours
FIRM	Tuna Clipper – "Lusitania" San Diego, Calif.

Ring-sticking stopped, wear reduced in auxiliary engine

ONLY 0.0002 INCH WEAR PER THOUSAND HOURS was the average wear-rate on cylinders in the engine during the 2119-hour run, although usual drain periods were extended to 1000 hours. Oil temperatures averaged 175° F. to 180° F. Note the open oil-return holes and grooves (above) and lacquer-free piston skirt (left).

AFTER 2119 HOURS on RPM DELO Supercharged-2 Lubricating Oil, this representative piston from a D13000 Caterpillar indicates the clean condition of lubricated parts of the engine. All 24 rings in the engine were free!



CYLINDER HEAD from the engine after the run. RPM DELO Supercharged-2 is recommended specially for heavy-duty engines where fuel-sooting or other deposits, high temperatures or other conditions cause operational problems and wear.

REMARKS: There is an RPM DELO Oil to meet every heavy-duty engine lubricating condition:

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A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxident resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

Defiance, captained by Ted Lucich, returns to San Pedro with one of the largest seine fares thus far this year—a capacity load of about 200 tons of tuna, largely Yellowfin. *Defiance* is all-steel, even her mast, and was built by Tacoma Boat Building Co. in 1947. She is 106 feet in length and carries her fare in 10 all-brine tanks. She operates with an Allen automatic pilot and a Fathometer. She is powered with a 600-hp. Washington diesel, with Baker refrigeration and General Motors diesel auxiliaries.

Productive Tuna Seining Booms L. A. Harbor Pack

Tuna canneries in the Los Angeles-Long Beach Harbors district were considerably ahead in fish tonage in May than for the same period last year. The first four months last year produced 11,965 tons, whereas this year a total was 18,404 tons.

There were two reasons:

1. The purse seine fleet was enjoying better catches this year than last;

2. All tonnage normally flumed at High Seas Packing Company, San Diego, was transferred to the parent plants of French Sardine Company, Terminal Island, while the former is undergoing unloading changes.

April's tonnage was 7,444 tons at Los Angeles, against only 4,466 tons delivered at San Diego. The northern district's pack for April was 333,420 cases, bringing the district's four-months' production to 853,094 cases, against but 475,436 cases for the corresponding period in 1949.

Bluefin deliveries were very disappointing. None at all was unloaded in April, and for the season to date only seven seiners had brought in Bluefin, for a total of 536 tons, all from Mexican waters. The largest fare was by the *Dolores M* for West Coast Packing Corporation, 127 tons; with the second fare by *New Sea Rover* for South Coast Fisheries, Inc., 123 tons. Both deliveries were in February, as was the *Arlene S*, 96 tons, for French Sardine.

Examining the production of both hook-and-line and netting operations for the northern district, 73 deliveries were made by the seine fleet to May 1, unloading Yellowfin, 5,943 tons; Skipjack, 749, and Bluefin, 536 tons, with some small tonnage of bonito and yellowtail.

The tuna clipper fleet had made 96 deliveries to May 1, for a total of 10,324 tons, the breakdown being: Yellowfin, 6,818 tons; Skipjack, 3,506 tons.

According to returning skippers, purse seining off Mexico has been better than for the past two seasons. Point of operations were shifted into the Gulf of California in late April and early May, from the earlier banks off Manzanillo and Acapulco.

Yellowfin was found in quantity from Cape San Lucas, tip of the Lower California peninsula across the Gulf to Tres Marias islands, fish running from 12 to 50 lbs.

Practically every seiner in the 65-vessel fleet had completed one trip; a few had completed two. Prospects looked excellent for May and June fishing.

The large seiners fishing farther to the south had, in some cases, cruised north to Nicaragua and found Yellowfin. Seiners working for motherships had done well this year so far, with Van Camp Sea Food Company, and C.R.P.A. receiving. Catches below, however, had slowed down due to the rainy season. Seiners delivering to motherships receive 60% of the going tonnage price, less rejects.

"Pacific Reefer" New Martinolich Freezership

Pacific Reefer, 184-foot former U. S. net tender, has been completely equipped as a long-range tuna mothership at Martinolich Shipbuilding Company, San Diego, to replace the *Reina del Mar*, which burned at sea last year.

The vessel, as Tony Martinolich planned her conversion to tuna carrying, has two large cargo holds and five freezing compartments for temperatures as low as 10 degrees minus. The holds are heavily coiled, 1¼", with 6" centers throughout. Insulation is foam glass.

Each compartment is accessible through a trunk without going through the main hatches. Refrigeration is by a pair of 75-ton ammonia machines, turning 1,200 rpm. The compressors are direct driven, without V-belts or pulleys.

One of the machines is directly coupled to a General Motors Series 671 diesel; the other is driven by a 75-hp. d.c. motor, which receives power from one of the two 900-hp. propulsion diesels. Capacity of refrigerated space is 40,000 cubic feet. Condensors are by Martinolich.

Propulsion is electric drive from a 1,500-hp. propulsion motor, which swings a single 10-foot four-bladed propeller. Auxiliaries are a pair of 60-kw. Buda diesels. Navigation equipment includes Sperry Gyroscope steering equipment, Bludworth depth finder, 50-watt Pacific Electronics radiotelephone. Bottom paint consisted of a base of American Marine cold plastic, covered with American Marine anti-fouling. All topside and interior paints were International.

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Newly elected officers of the National Fisheries Institute. From left to right: F. M. Bundy, treasurer; Irving Usen, president; Harald Synnestvedt, chairman of the board; W. Wade Ambrose, secretary. Mr. Usen is treasurer and general manager of the O'Donnell-Usen Corporation of Boston; Mr. Bundy is president of Gorton-Pew Fisheries, Gloucester; Mr. Synnestvedt is president of New England Fish Co., Seattle, and Mr. Ambrose is president of the Westgate-Sun Harbor Co., San Diego.

Demand Japanese Treaty Safeguards for Fisheries

Unless restrictive clauses are written into the proposed peace treaty with Japan, fishing areas off the coast of Alaska, British Columbia and the states of Washington, Oregon and California may be destructively invaded by Japanese fishermen, the Pacific Northwest Trade Association was warned in Vancouver recently by a member of the International Pacific Salmon Fisheries Commission, Edward W. Allen of Seattle. He formerly was also a member of the International Fisheries Commission; and a year ago was a member of a commission set up by SCAP to study Japanese fisheries and advise General MacArthur on policy with respect to them.

Mr. Allen recalled the activity of Japanese fishermen off the Alaska coast before World War II and said that he didn't believe a sufficient number of people realized the danger inherent in that operation.

"We can figure that the Japanese have most or all of the several hundred thousand fishing boats they operated before the war," said Mr. Allen. "They had 1,500,000 fishermen, and they caught a quarter of the world's fish. They know nothing of conservation as we practice it. They concentrated on production, with apparent indifference to the future; and, what was more irritating to us, they did this without regard to the effect upon the coastal fisheries of other nations."

Mr. Allen said that Japanese operations threatened the Alaska Red salmon runs just before the war, and he predicted that Japanese mother ships with their accompanying fleets could cause ruin as well among the fisheries off the Strait of Juan de Fuca unless restrictions were imposed and enforced.

Following Mr. Allen's address, the association passed a resolution asking that no peace treaty be signed with Japan until the interests of the United States and Canada in coastal waters are protected "not only within, but beyond territorial waters."

"In view of their methods and low standard of living," said Mr. Allen, "it is believed to be commercially practical for the Japanese today to operate off the shores of British Columbia, Alaska and elsewhere on our side of the Pacific. Fortunately, General MacArthur has not allowed them to do so. I doubt whether he ever will, but how long he may be in command is another question."

B. C. FISHERMEN SET THEIR SIGHTS ON HIGHER PRICE FOR SOCKEYES

British Columbia fishermen have put in their bid for a substantially higher price this year for Sockeyes, asking 22c a pound, compared with the 18c prevailing last year.

The fishermen are asking 14c for Coho, 8c for Pinks and 6c for Chums. The operators have not yet indicated their stand, but there will probably be several weeks of negotiations before a schedule of prices for the season is finally ratified by both sides.

Fall Chum prices will be proposed by the fishermen with other salmon prices in an effort to avoid further negotiation after the season begins. These Fall prices suggested by the fishermen are 12c a pound in Johnstone Straits, 9½c in Queen Charlotte Island waters and 10c a pound in other areas.

Minimum price for Sockeyes for all parts of the British Columbia coast last year was 18c and Pink minimum prices averaged 6½c.

The Coho price suggested is unchanged, but the summer Chum price proposed is more than 5½c average minimum paid in 1949. Specific prices in 1949 were 5¾c for Johnstone Straits, 5½c for Central area, and 5¼c for the Queen Charlotte Islands.

The Fall Chum price suggested is higher than that paid last year, which was 9c per pound for Johnstone Straits and 7c for other southern areas.

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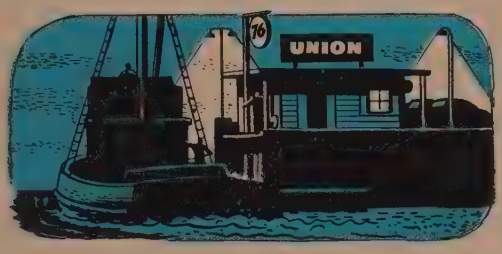

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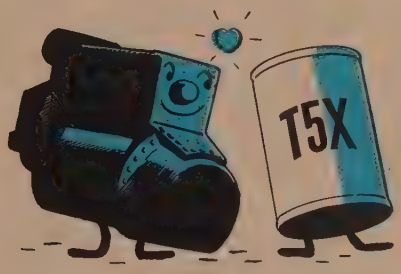

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TUNA CLIPPER PROPULSION

A Design Analysis

By JAMES F. PETRICH,
Naval Architect,
Western Boatbuilding Co.

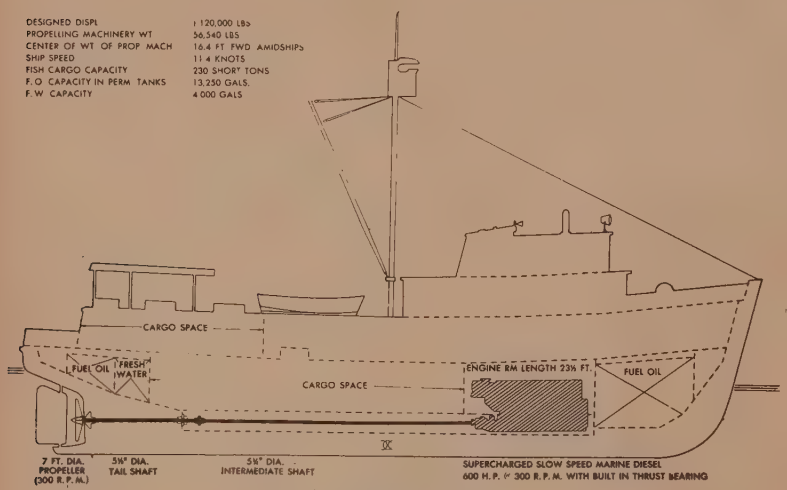
It has always been interesting to me as a designer to note the way in which vessels have evolved from the first native canoe hollowed from a tree trunk, to the highly mechanized ships of today. The use and evolution of mechanical power in ships is especially interesting. Inventions of new types of propulsion machinery, new applications, improvements on the older types, and the choice of one over the other for a particular type of vessel, form a fascinating study.

Illustrated with this article is a comparison of three types of propulsion machinery used to drive a West coast tuna clipper fishing vessel. This vessel is of a specialized type, of course, but the fundamental design considerations involved apply equally well to most vessels. The tuna clipper, however, makes a good study, because this type of vessel has been particularly quick to adopt new ideas. Apparently unbound by ties of tradition, and usually shrewd in its adoption of such new machines and equipment that show promise, the tuna fisherman has developed a vessel which has become highly successful as well as highly specialized.

Figures 1, 2, and 3 show how three types of propulsion machinery apply to the design of a 117-foot tuna clipper. This vessel is about an averaged sized tuna clipper, fairly fast with its 600 hp. and designed to carry about 230 short tons of tuna cargo.

As the tuna clipper must travel 2500 miles to the fishing grounds, where the nearest fueling station is nearly a thousand miles away, and there fish and travel in search of fish for two or three months before returning home, a large fuel oil capacity is very important. Fish cargo capacity, of course, is of extreme importance; and the long range tuna clipper design is always a delicate balance between the two, fish and fuel capacity. Speed, too, is important, not only to give a clipper the edge in a race against other clippers when on the fishing grounds, but also to shorten the long trip to and from the fishing grounds.

The prime consideration in such a design, then, for the choice of the propulsion machinery are (a) lightness of weight and compactness to allow the greatest possible cargo and fuel capacity, and (b) overall propulsion efficiency to give the greatest possible speed for the power and to conserve also the precious fuel oil. This is assuming, first and foremost, that the propulsion machinery is dependable, and will run as well as can be humanly predicted without breakdown or repairs through the hot tropical waters in which the vessel will fish, from the time it leaves port until it returns after a full trip.


DESIGNED DISPL 1 120,000 LBs
PROPELLING MACHINERY WT 56,540 LBS
CENTER OF WT OF PROP MACH 16.4 FT FWD AMIDSHIPS
SHIP SPEED 11.4 KNOTS
FISH CARGO CAPACITY 230 SHORT TONS
F.O CAPACITY IN PERM TANKS 13,250 GALS.
F.W CAPACITY 4 000 GALS
CARGO SPACE
FUEL OIL
FRESH WATER
CARGO SPACE
ENGINE RM LENGTH 23½ FT.
FUEL OIL
7 FT. DIA. PROPELLER (300 R.P.M.)
5½" DIA. TAIL SHAFT
5½" DIA. INTERMEDIATE SHAFT
SUPERCHARGED SLOW SPEED MARINE DIESEL 600 H.P. @ 300 R.P.M. WITH BUILT IN THRUST BEARING

117′ TUNA CLIPPER

FIG. 1

Slow Speed, Direct Drive

Figure 1 shows a tuna clipper powered with a slow speed diesel engine supercharged to develop 600 hp. at 300 r.p.m. and driving directly to the propellor at this r.p.m. This installation represents the most recent and effective use of the direct drive installation evolved from the slower r.p.m. and much heavier direct drive diesels which have always been popular in the older tuna clippers. The engine will turn a 7′ diameter propeller and drive the vessel, at its designed loading, at 11.4 knots. It requires an engine room space 23*′ long. The weight of this direct drive machinery plant from engine to propeller is fairly heavy at 56,540 lbs. The center of weight is located far forward, 16.4′ forward of amidships, which makes it difficult at times to keep the vessel properly trimmed for fishing and for traveling. Also the ballasting weight in the stern used to trim the vessel must be carried around with no return, at the expense of speed and fuel consumption. The fish cargo capacity of this vessel is 230 short tons and the fuel capacity in permanent tanks is 13,-250 gals.

Offset Reduction Drive

Figure 2 shows a similar vessel installed with a medium speed diesel engine driving through a reduction gear to a slow speed propeller, and obtains, by the use of the reduction gear, the benefits both of the light weight of a higher r.p.m. engine and the high efficiency of a slower turning propeller. The engine, unsupercharged, develops the same 600 hp. but turns at a speed of 600 r.p.m. The reduction gear is a heavy duty marine vertical offset type (21″ offset) with a thrust bearing on the output shaft and having 2½ to 1 reduction. It turns a 7½′ propeller at 240 r.p.m.

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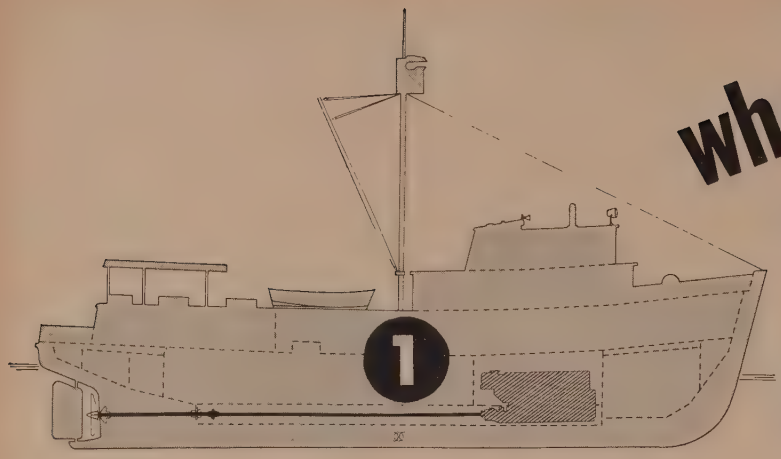
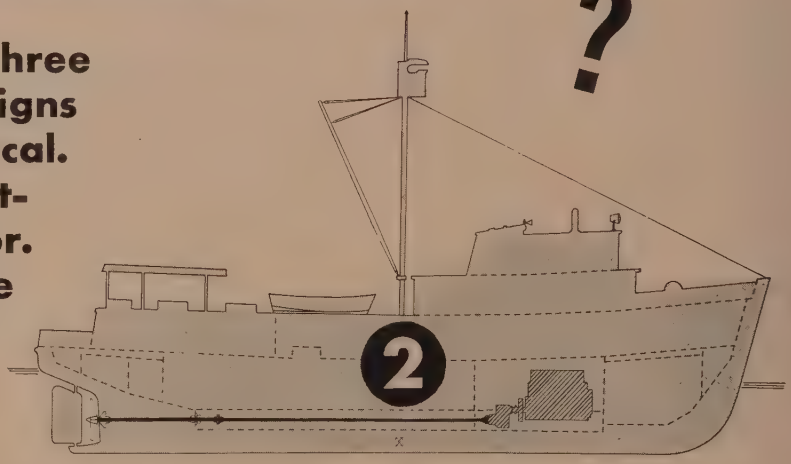
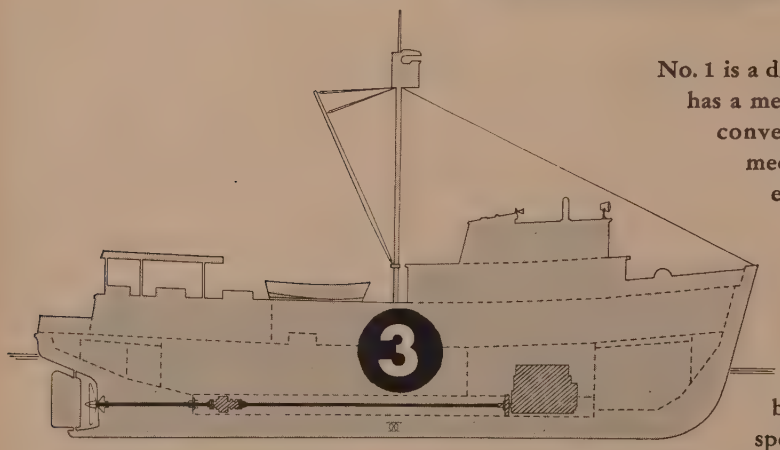


where's the difference ?

These three tuna-clipper designs seem almost identical. Yet one is outstandingly superior. Its performance is better and its cost is less!





No. 1 is a direct-drive vessel; No. 2 has a medium-speed Diesel with a conventional gear; No. 3 has a medium-speed Diesel with a Western *planetary* propulsion gear. All have the same horsepower.

Because of its compact, in-line propulsion gear, No. 3 has the most cargo capacity, and the best weight distribution. It has speed equal to No. 2, and better than No. 1. And it costs less to build, in actual dollars and cents, than either of the other two.

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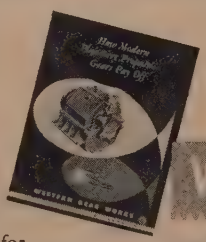

Interesting factual information, including a design analysis by a prominent naval architect, makes this booklet helpful in the building or conversion of most types of vessels. Send for your copy today. Western Gear Works, Lynwood (Los Angeles County), California.

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Because of the greater efficiency of the slower r.p.m. propeller, this vessel of the same power will travel at 11.5 knots. The engine room for this more compact unit is only 20½′. The weight of machinery, too, is less than that in Figure 1 being only 51,640 lbs. and the center of this weight, at 13.9′ forward of amidships, is not as far forward as in the former vessel, making all around for better performance and trim.

There is a disadvantage, however, in this machinery installation, due to the vertical offset of the reduction gear. The engine weight, because of the offset, is raised 21″ higher than would normally be the case for an inline installation, and this lessens the vessel's stability (which for a tuna clipper is none too great, at best) as well as requiring higher and more complex engine foundations.

The fish cargo capacity for Figure 2 is 230 short tons as before, but because of the saving of weight and space of the propulsion machinery the fuel oil capacity is greater at 14,000 gals.

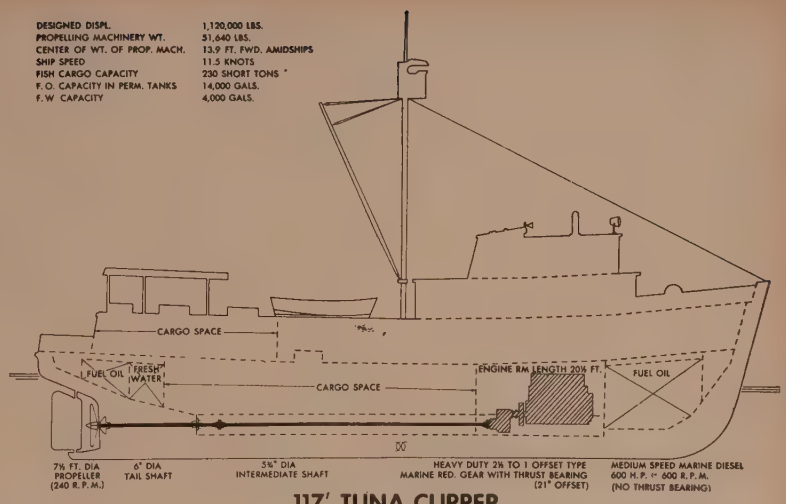

DESIGNED DISPL. 1,120,000 LBS.
PROPELLING MACHINERY WT. 51,640 LBS.
CENTER OF WT. OF PROP. MACH. 13.9 FT. FWD. AMIDSHIPS
SHIP SPEED 11.5 KNOTS
FISH CARGO CAPACITY 230 SHORT TONS
F. O. CAPACITY IN PERM. TANKS 14,000 GALS.
F. W CAPACITY 4,000 GALS.
CARGO SPACE
FUEL OIL
FRESH WATER
CARGO SPACE
ENGINE RM LENGTH 20½ FT.
FUEL OIL
7½ FT. DIA PROPELLER (240 R. P. M.)
6" DIA TAIL SHAFT
5¾" DIA INTERMEDIATE SHAFT
HEAVY DUTY 2½ TO 1 OFFSET TYPE MARINE RED. GEAR WITH THRUST BEARING (21" OFFSET)
MEDIUM SPEED MARINE DIESEL 600 H.P. @ 600 R.P.M. (NO THRUST BEARING)
117′ TUNA CLIPPER

FIG. 2

Planetary Reduction Drive

Figure 3 shows the same vessel equipped with a medium speed diesel engine, the same as shown in Figure 2 (600 hp. at 600 r.p.m.) but this time driving through a Western helical planetary reduction gear to a 240 r.p.m. slow turning propeller (7½ in diameter). The Western reduction gear is a heavy duty marine type with a thrust bearing on the output shaft, of 2½ to 1 reduction. It is in line, i.e., having the output shaft in line with the input shaft. It is of the same rated output as the offset type gear. Because of its inherent design characteristics it is constructed very strongly and rugged. Because of its ruggedness and compactness (seemingly no larger than an oversized coupling with a case surrounding it) it is located far back in the shaft alley just ahead of the tailshaft coupling, and fits easily underneath the floor boards. This arrangement gives a much better distribution of machinery weight than before, and allows another advantage in the saving of weight of intermediate shafting which, because it is now a high speed shaft between the engine and reduction gear, is much smaller in diameter than in the other two installations. The engine, also, being in line with the tailshaft is installed lower down than the one in Figure 2, thereby giving greater stability and allowing lower and simpler engine foundations. The propulsion efficiency and speed are the same as in Figure 2, the vessel driving through the water at 11.5 knots.

The engine room space for the installation fo Figure 3 is only 17½′. The weight of machinery is the least of the three installations at 43,960 lbs., and the distribution of weight the most advantageous, the center being only 12.15′ forward of amidships.

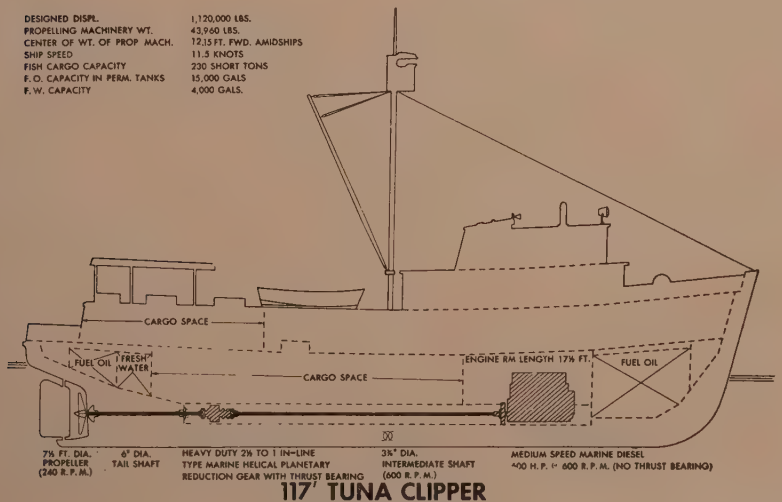

DESIGNED DISPL. 1,120,000 LBS.
PROPELLING MACHINERY WT. 43,960 LBS.
CENTER OF WT. OF PROP MACH. 12.15 FT. FWD. AMIDSHIPS
SHIP SPEED 11.5 KNOTS
FISH CARGO CAPACITY 230 SHORT TONS
F. O. CAPACITY IN PERM. TANKS 15,000 GALS
F. W. CAPACITY 4,000 GALS.
CARGO SPACE
FUEL OIL
FRESH WATER
CARGO SPACE
ENGINE RM LENGTH 17½ FT.
FUEL OIL
7½ FT. DIA. PROPELLER (240 R. P. M.)
6" DIA. TAIL SHAFT
HEAVY DUTY 2½ TO 1 IN-LINE TYPE MARINE HELICAL PLANETARY REDUCTION GEAR WITH THRUST BEARING
3¾" DIA. INTERMEDIATE SHAFT (600 R. P. M.)
MEDIUM SPEED MARINE DIESEL 600 H. P. @ 600 R. P. M. (NO THRUST BEARING)
117′ TUNA CLIPPER

FIG. 3

Differences in Capacity

The fish cargo capacity of Figure 3 is the same at 230 short tons, but because of the greater saving of weight and space in the engine room the fuel oil capacity is 15,000 gals.

The tuna clipper of Figure 3, then, not only gives better performance but also has better load carrying capacity than the other two types. This load carrying capacity may be defined in terms of greater fish cargo capacity instead of fuel oil capacity as shown here, in which case the vessel of Figure 3 would carry six tons more fish than the vessel of Figure 1 and four tons more fish than the vessel of Figure 2. At the current price of $310.00 per ton of tuna, this amounts to a sizable increase in earning capacity for every full load trip.

Besides these there is an additional advantage in using the medium speed diesel engine and Western planetary reduction gear. It is less expensive.

I have estimated the total cost of the propulsion machinery of Figure 3 using the Western helical planetary reduction gear to be $52,500.00. This is contrasted with $60,650.00 for the direct drive propulsion machin-

ery of Figure 1, and a cost of $53,-350.00 for the propulsion machinery using the offset reduction gear as in Figure 2.

The comparison of costs must be carried even further, for the vessels in Figure 1 and Figure 2 having a smaller payload capacity (be it cargo capacity, or fuel oil capacity, as in this case) are worth less than the vessel of Figure 3, of greater payload capacity.

Construction Considerations

I have estimated that the cost of building a larger hull which would have the room to carry both the machinery of Figure 1 and the payload capacity of Figure 3 would be an extra $3,400.00. The difference in propulsion machinery costs of these two types is $8,150.00. Therefore, it would cost $11,500.00 more to build a tuna clipper with a slow speed diesel engine of comparable size to the clipper of Figure 3 which has the Western reduction gear.

Figuring the same way a vessel with an offset reduction gear would cost $2,850.00 more than the vessel with the Western planetary reduction gear.

These factors formed the basis in the last few years for the choice of the propulsion drives for two tuna clippers, the *Sherry Ann* and *Mary E. Petrich*. The *Sherry Ann,* built in 1946, is 136′ long and is powered by a 950 hp. Enterprise diesel turning at 500 r.p.m. and driving through a Western bevel planetary reduction gear of 2 to 1 reduction. Its sea speed is 12.5 knots. The *Mary E. Petrich* was completed last year and is 150′ long powered by a 1600 hp. Fairbanks-Morse diesel turning at 720 r.p.m. and driving through a 3 to 1 Western helical planetary reduction gear. The sea speed of the *Mary* is 13.8 knots.

Both installations were made as in Figure 3 with the reduction gear located aft in the shaft alley. Both are proving very successful and dependable installations. Both are sharing in the work and effort expended to pioneer a new marine drive application. Between them they are adding another few words to that fascinating story of the history of ships.

Early Columbia Salmon Catch Barely Above '49

Fishermen-packer opinion of the May salmon run on the Columbia River at presstime indicated that the catch was narrowly better than that for the first month of the 1949 season.

However, the margin of improvement, if any, was narrow and the aggregate production scant.

Initial fish deliveries May 1 were good, but the all-boat average for the 900 craft working the river was about 300 pounds. High-boat is believed to have had above 1,100 lbs.

Best fishing during the early season seemed to be in the upper river, with deliveries in the Oneonta sector below Bonneville reported as top.

As the accumulation of pre-season fish was gradually caught out of the river, catches declined steadily toward the end of the first week, and by the time the second week was well under way it was generally felt that only scratch fishing would prevail to the end of the first fishing period May 25.

By that time the river was rising for its annual freshet and experienced fishermen felt no real run of Chinooks could be expected until the river began to drop again. Salmon fishing was due to resume for the main summer season June 24.

A fair amount of shad was in the river, and fishermen equipped with shad nets were expected to work them actively so long as the freshet did not become excessive.

The cannery price for Columbia River Chinook salmon was 20½c per lb. until August 10 and 17½c thereafter, this being the same schedule as last year. While this price was paid on cannery deliveries, the first days of the season saw "bank" buyers bidding far above the agreed price. (The term "bank buyers" has no reference to financial institutions, but to the fact that these buyers set up their scales along the river bank at a secluded spot, seeking to attract fishermen by bidding above the market.)

CLIFF IRVINE, who was purchasing agent for the Alaska Pacific Salmon Co. for some years before the war, but has since been engaged in other activities, recently joined the staff of P. E. Harris & Co., Inc., Seattle, as purchasing agent.

C.R.P.A. Reports $308,000 Loss in 1949 Operations

Net loss of $308,452 on 1949 operations of the Columbia River Packers Association, Inc., was reported to stockholders late in April by Nick Bez, chairman of the board. The year's production of canned fish aggregated 646,031 cases, with market value of $10,875,818. The year's sales aggregated $9,991,000.

In 1948 the company made a net profit of $843,332 on a pack of 686,-253 cases, value at $14,277,855.

In his report Mr. Bez cited the short pack experienced on Bristol Bay and the Columbia River, plus the market price declines in salmon and tuna, as the principal factors contributing to the loss.

The company's principal products in 1949 were listed as follows: Columbia River salmon, 175,848 cases; Alaska salmon, 81,770 cases; Puget Sound salmon, 83,554 cases; canned tuna, 281,024 cases; canned crab, 24,-835 cases; fresh and frozen crabmeat, 170,577 pounds; fresh and frozen fish and fillets, 2,032,000 pounds.

Cordova Razor Clam Quota Fills Early

Quota for the spring pack of razor clams in the Cordova area was virtually filled at presstime for this issue in May and operations were expected to close momentarily.

In the Kodiak district production was understood to be progressing satisfactorily.

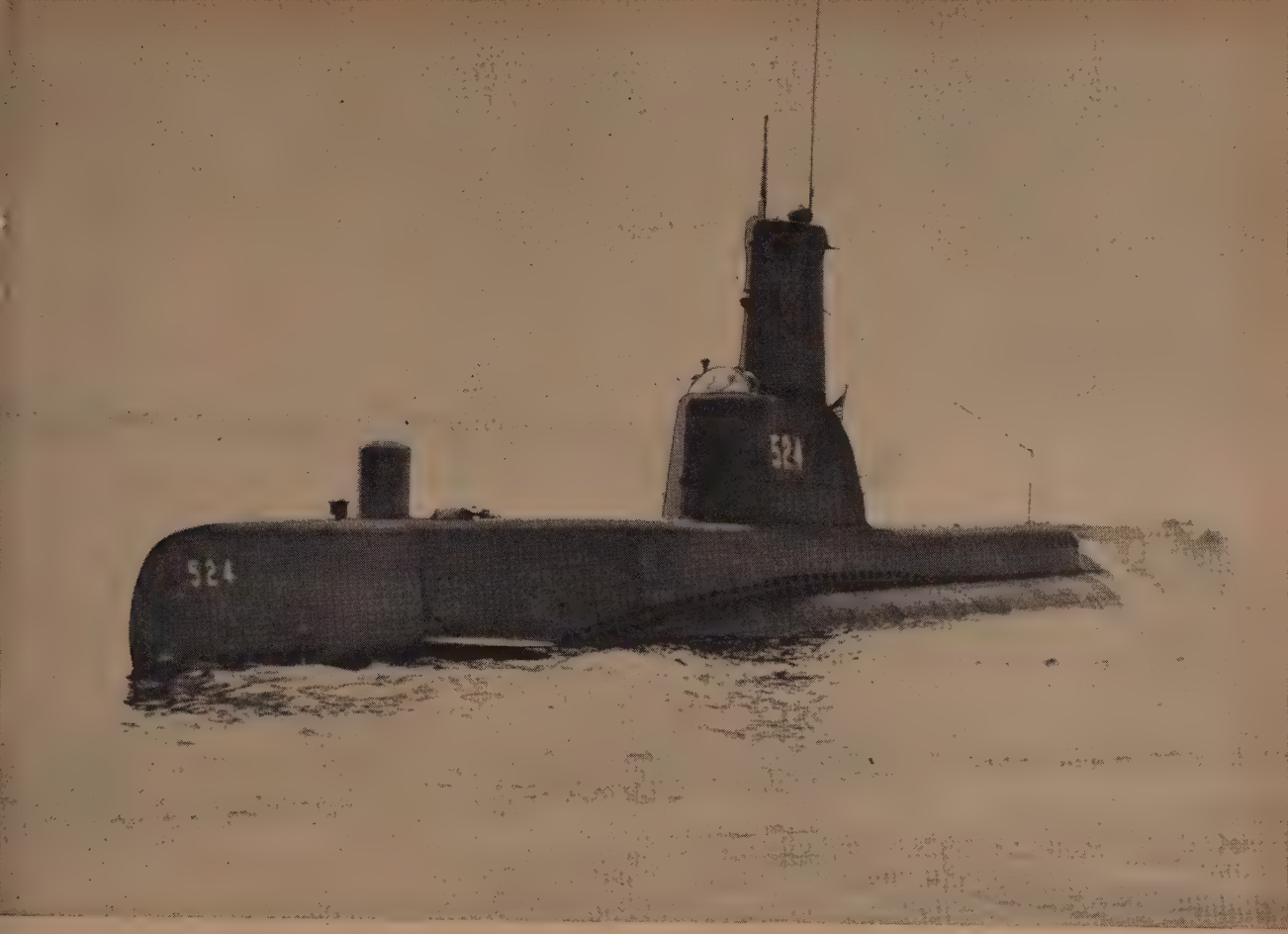
Outlook for the territory was for a pack in the vicinity of 50,000 cases.

Prices on new-pack razor clams had not been announced at presstime, but operators reported signs of softening in the market.

Continental Can Plans Terminal I. Expansion

Expansion of facilities and service by Continental Can Company to the Southern California fish-packing industry has been revealed by an announcement by the Los Angeles Board of Harbor Commissioners of plans to construct a $2,000,000 plant and warehouse on six acres of land at Terminal Island.

The two-story plant, to employ around 50 persons, will manufacture metal conntainers. A railroad spur is to be built adjacent to the plant. The site is in the heart of the cannery and shipping district on Terminal Island. In the application a 30-year lease was asked, and which would yield a revenue of about $30,000 annually to the port's income.



505-Hour Submerged Run...

with OPPOSED-PISTON HORSEPOWER!

When the guppy-snorkel submarine *Pickerel* arrived at Pearl Harbor on April 5th, she had made submarine history—completed a 5200 mile, 505-hour *submerged run* from Hong Kong—and added another page to the history of the outstanding performance of Opposed-Piston diesel engines in all marine services. Her four Opposed-Piston diesels performed flawlessly throughout the trip.

You may not be buying submarines . . . but the same advantages that the Opposed-Piston diesel engine brings to these new guppy-snorkels are important to you: more power per square foot of floor space, 40% fewer moving parts, lower piston travel speeds—and a record of over four million horsepower performing in the toughest kind of diesel engine services. Get the information on Opposed-Piston diesel horsepower for your marine requirements from your nearest Fairbanks-Morse branch office.

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a name worth remembering

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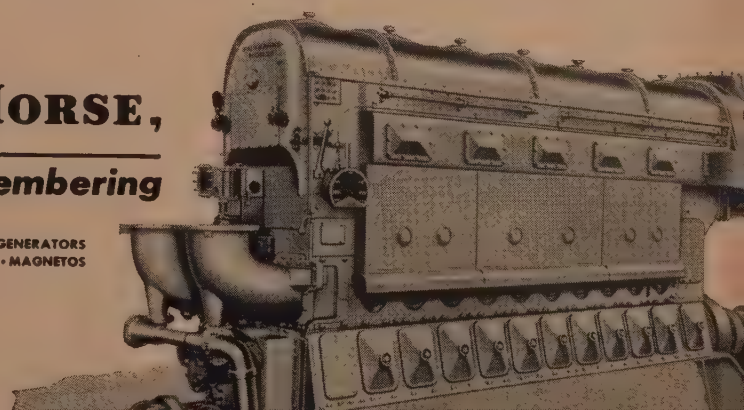
PUMPS • RAILROAD MOTOR CARS and STANDPIPES • FARM EQUIPMENT • MAGNETOS



PACIFIC OYSTER SEED PLANTINGS

1950

Area—	Cases Unbroken Seed	Cases Broken Seed	Cases Kumamoto Seed	Total Cases	1949 Planting	1948 Planting	1947 Planting
California—							
Tomales Bay	550	.....	15	565	350	(a)850	(a)750
Oregon—							
Coos and Yaquina Bays	5,100	500	125	5,725	(b)2,160	(b)4,950	8,200
Tillamook Bay	1,250	2,300	25	3,575	2,500	1,005	9,225
Washington—							
Willapa Harbor	5,600	10,720	192	16,512	17,495	14,685	20,750
Grays Harbor	1,100	450	.....	1,550	1,450	1,150	5,200
North Puget Sound	3,612	3,100	118	6,830	5,885	5,562	6,025
South Puget Sound	1,737	3,770	238	5,745	4,544	1,962	4,147
British Columbia	1,666	3,538	.....	5,204	4,829	2,675	(c)2,292
Totals	20,615	24,378	713	45,706	39,213	32,839	56,589

(a) Includes Morro Bay plantings, 500 cases in each year.
(b) Includes Alsea Bay plantings, 300 cases in 1948 and 130 in 1949.
(c) Includes 100 cases planted in Alaska.

Spur of Scarcity Drives Ocean Crab Price to 14c

Crab prices along the coast rose generally to around 14c per lb. in May under the spur of scarcity.

On Grays Harbor, where a variety of influences operated, the prices ranged from 12c to 17c, depending upon the boat, the buyer, and the current conditions existing.

Only bright spot at presstime was in the vicinity of Newport, Ore., where the Yaquina Bay crabbers were experiencing the best fishing of the season.

What caused the scarcity? No one knew for sure, and there was little agreement among those who thought they were entitled to opinions.

Crab canning was suspended all along the coast, with a pack of negligible proportions. The price of canned crab, which might otherwise have retreated under the impact of imports, held firm at $23 per case.

On the fresh market demand was so strong that all thought of canning was cashiered. At the present buying price of fresh crabs the quotes for live crabs in the wholesale trade were around $4.50 per dozen, while fresh picked crab meat was being quoted at $1 to $1.10 wholesale.

The scarcity of crabs seemed to exist in British Columbia and Southeast Alaska waters as well as further south. The fleet of boats fishing for the newly-established Pacific Pearl crab cannery at Ketchikan found very sketchy fishing up to presstime, although of course they were largely pioneering new ground. There was some feeling that they had started work a little early for best results.

Operations in the Ketchikan district had been curtailed by two conditions: scarcity of crabs; and a jurisdictional conflict which had kept the cannery closed.

Paladini Packaging At Ft. Bragg Expanded

A. Paladini Inc., Fort Bragg, branch is being enlarged with the idea of increasing the capacity of the plant. Room and facilities are being provided for packaging 1-lb. frozen fish steaks and fillets, which will be wrapped on a Package Machinery wrapping machine recently purchased by the company.

A new plate freezer with a capacity of 1,000 lbs. per three hours, will be put in, according to Louis Cavallini, manager of the Fort Bragg branch, and room is being made for a mechanized fillet line. The floors have been resurfaced with concrete. The fillet equipment will be put in another room which is being added.

The company has four drag boats fishing for it out of Noyo Harbor at the present time, *Noyo Star, Northern Light, Amak* and *Achille Paladini,* and more boats will be added.

Surplus fish from other Paladini branches will be frozen at the Fort Bragg plant, Mr. Cavallini told PACIFIC FISHERMAN.

Close Technical Control Maintained Over Shrimp

Horace and Thelma Selby, researchers with Marine Products Co., San Diego, importers of Gulf of California "Ocean Garden" headed shrimp, were in Guaymas and Topolobampo during March, consulting with shrimp freezer operators and sanitation inspectors, in another effort by both Mexican concerns and U. S. importers of the green shrimp, to assure as perfect a product as possible being distributed throughout the U. S.

The chemists visited most plants at Guaymas, collecting frozen samples and doing other research work; then flew down to the great freezer of Pesquera de Topolobampo, at Topolobampo, Sin., to continue consultations with General Manager Jose Gutierrez, and Superintendent Eduardo Rodrigues.

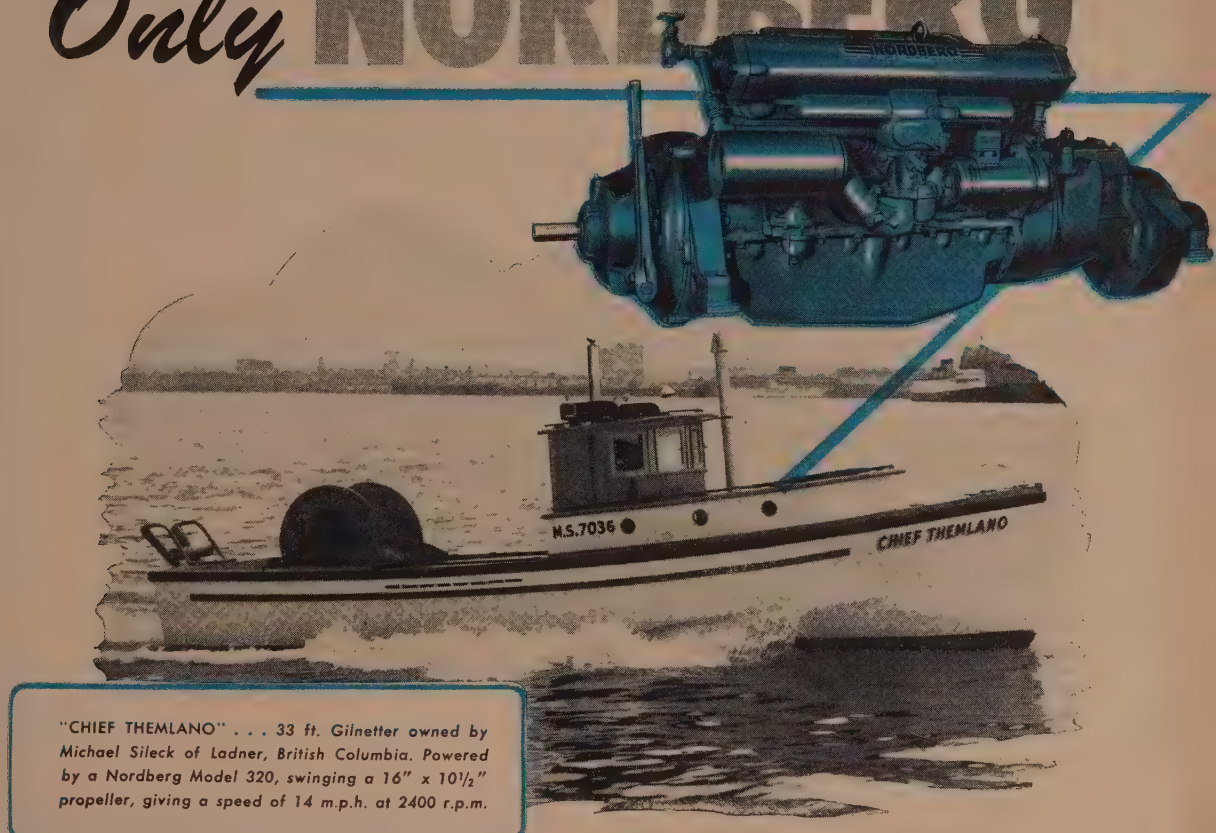
Pacific Pearl Operations Blocked in Ketchikan

Jurisdictional labor troubles, revolving around competition between I.L.W.U. and the A. F. of L. cannery workers unions, had effectively blocked Ketchikan's new crab cannery from operation to presstime for this issue.

The cannery was established this spring by Pacific Pearl of Alaska, headed by Ivar Wendt, Seattle food broker, in the plant of the Ketchikan Cold Storage.

Despite constant negotiations, involving N.L.R.B. officers and Ketchikan city officials, as well as representatives of the company and the unions, operation proved impossible.

Only NORDBERG



"CHIEF THEMLANO" . . . 33 ft. Gilnetter owned by Michael Sileck of Ladner, British Columbia. Powered by a Nordberg Model 320, swinging a 16" x 10½" propeller, giving a speed of 14 m.p.h. at 2400 r.p.m.

gives you all these features in a

HEAVY DUTY TRUE MARINE ENGINE!

- SEVEN precision main bearing crankshaft with Tocco-hardened journals. FOR LONG LIFE AND LOW MAINTENANCE.
- Safe all-metal marine fuel pump. NO GLASS BOWL TO CRACK.
- Gear-driven generator that charges battery at 440 engine R.P.M. — even when trolling. No BELTS OR BELT GUARDS.
- Jet of water cools each exhaust valve seat. PROLONGS VALVE LIFE.
- Air intake silencer and flame arrestor approved by the Bureau of Marine Inspection and Navigation. ASSURES MAXIMUM SAFETY.
- Gear driven, 4-inch V-pulley auxiliary drive. FOR EXTRA PUMP, GENERATOR OR COMPRESSOR.
- The husky Nordberg designed and built reverse and reduction gears are available in five ratios . . . ALL WITH *STA-NU-TRAL* CLUTCH which keeps propeller dead still when in "NU-TRAL." Eliminates danger of tearing nets and of fouling lines.
- Your choice of THREE types of front-end power . . . one or two groove pulley; Twin Disc clutch power take-off; or same with 3.9:1 reduction gear.

NORDBERG Gasoline Marine Engines are designed and built to give years of low-cost, trouble-free service. Write for Bulletin 143-B.

G650 **NORDBERG MFG. CO., Milwaukee 7, Wisconsin**

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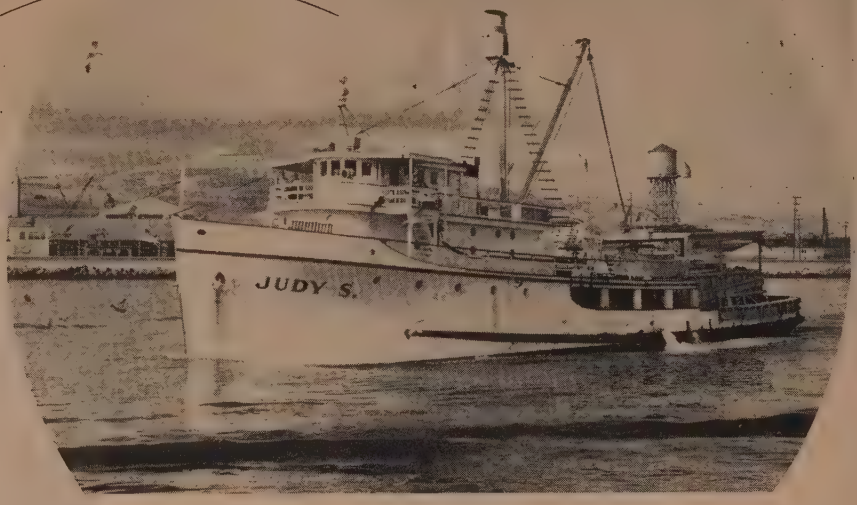
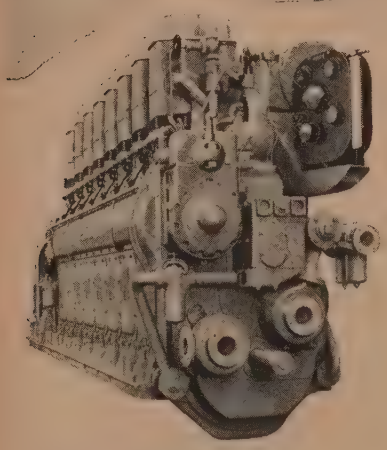
DIESEL and GASOLINE ENGINES

"BECAUSE IT'S GOOD BUSINESS"



—Judy S. repowers with an ENTERPRISE DIESEL



Enterprise DMG-38 Diesel

This is the engine that repowers the 124' Judy S. Rated 825 HP at 400 RPM, four cycle, direct reversible, turbo-charged. Reconversion work by Harbor Boatbuilding Co., Terminal Island, Calif., who also built the original vessel.

When Captain George Soares bought the tuna clipper *Judy S.* last year, first thing he did was to replace her old and outmoded engine with a new Enterprise DMG-38 Diesel. Lighter in weight, developing greater horsepower, this new engine is living up to Captain Soares highest expectations:

> *"I am highly satisfied with my new Enterprise Diesel for many reasons," he says, "including its fine performance and the prompt service that is always available. I've found, from many years' experience, that operating Enterprise engines is good business all around."*

Owners of Enterprise-powered craft of *all* types attest to their unmatched dependability, their low operating cost per horsepower, their reliable, trouble-free operation. For *your* next boat or re-powering job specify Enterprise—the choice of power experts.

Bulletin No. 174 fully describes the complete line of Enterprise Marine Diesels. Write for your copy today!

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ENTERPRISE ENGINE & FOUNDRY COMPANY

18th and Florida Streets, San Francisco 10, Calif.

Offices in Principal Cities

Pacific Fishery Operators Leaders in N.C.A. Affairs

Numerous Pacific fishery operators are included in the committees appointed by President Henry P. Taylor to handle the affairs of the National Canners Association.

Milton P. Brooding of the California Packing Corporation, and chairman of the executive committee of the Pacific Fisheries Conference, is the leading figure. He is a member of the Board of Directors, of the Executive Committee, of the Administrative Council, of the Legislative Committee, of the Committee on Statistics, and of the Committee on Buildings.

E. E. Willkie of Libby, McNeil & Libby is another on whom the N.C.A. leans heavily, with membership on the Board of Directors, the Administrative Council, the Executive Committee, Committee on Home Economics.

Members of the Board of Directors of the N.C.A. specifically representing the fish canners are: C. L. Rogers, Point Adams Packing Co., Hammond, Ore.; Herbert C. Davis, Terminal Island Sea Foods, Terminal Island; S. A. Ferrante, Oxnard Canners, Monterey; and A. W. Wittig, Port Ashton Packing Co., Seattle.

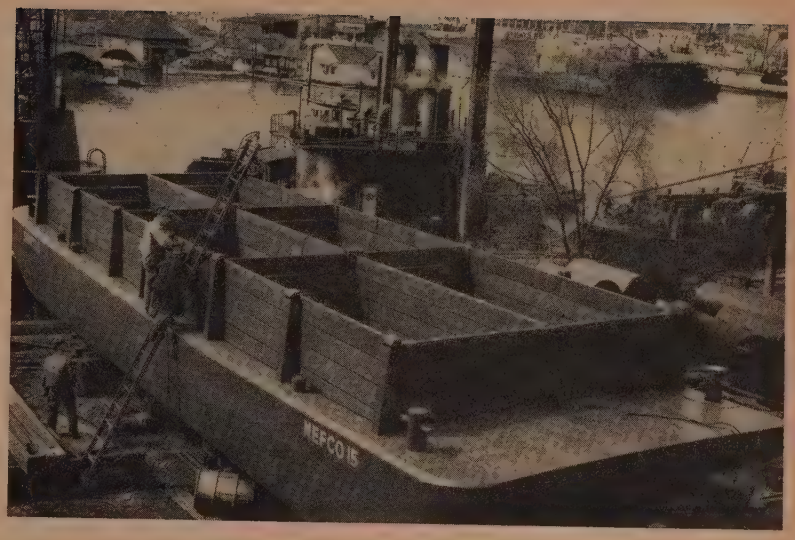
Pacific members on the Fishery Products Committee are: Chairman Donald P. Loker, French Sardine Co., Terminal Island; W. Wade Ambrose, Westgate-Sun Harbor Co., San Diego; E. M. Brennan, P. E. Harris & Co., Seattle; Milton G. Brown, Ellamar Packing Co., Seattle; H. B. Friele, Nakat Packing Corporaton, Seattle; Phelps Hollywood, The Atlantic Coast Fisheries Co., San Francisco; D. T. Saxby, California Packing Corporation, San Francisco; Anton Sorenson, Union Fishermen's Cooperative Packing Co., Astoria.

Other committee positions held by Pacific Coast men are: Legislative Committee, T. F. Sandoz, Columbia River Packers Association, Astoria; and D. P. Loker; Scientific Research, Sven Lassen, Van Camp Sea Food Co., Terminal Island.

Capt. Louis Knaflich Dies

Capt. Louis J. Knaflich, who once commanded the schooners *Ruby* and *Bender Brothers* in sub-Arctic trading ventures far to Westward and North'ard, died of a heart attack in Seattle at the end of April. He was 78.

His last command was the tuna freezership *Reina de Mar,* lost by fire off the Mexican coast last year.



One of a pair of welded steel fish scows built this spring for New England Fish Co. by Flohr & Co., metal fabricators, at their yard on the Lake Washington Canal, Seattle. The scow is 60 by 18 by 4½', and was designed by H. C. Hanson, naval architect.

Steel Fish Scows Tried To Cut Upkeep Cost

Reduced maintenance cost is the primary consideration supporting the use of welded steel fish scows, in the view of Oscar Bergseth, general superintendent of the New England Fish Co., which this spring had Flohr & Co., Seattle, build two 60-footers for use at its Ketchikan cannery.

"Five years from now I can tell you a lot more about steel scows; but right now our experience with a couple at our Orca cannery indicates that a few days' work a year—preferably in the fall, immediately after the season—will suffice to keep these steel scows in good shape almost indefinitely. We believe that annual upkeep of a wood scow is greater, and that a wood scow requires substantial outlay for rebuilding after about 8 to 10 years. This year we have had to spend $2,000 replacing stanchions on a scow built in 1941," says Mr. Bergseth.

The accompanying illustration shows the smooth appearance of the scow. Stanchions are steel with angle-iron guides for the bin boards. Openings in the stanchions near the top are for ventilation. The three-deck fittings seen along the rail are for syphoning the bilge.

South Pacific Tuna Shipped to Seattle

Two parcels of frozen tuna from the South Pacific arrived in Seattle at the end of April by way of British Columbia, where the fish was discharged by reefer.

The largest parcel, 56,232 lbs., was from the Fiji Islands, where Harold Gatty's operations are just beginning to produce some fish. (See PACIFIC FISHERMAN for May, Page 33.)

Another parcel consisted of 22,764 lbs., and originated in Australia.

C. D. Alhadeff and Group Purchase Eardley Firm

Incorporation of the Eardley Fisheries Co., Inc., May 9 lent credence to reports that Charles D. Alhadeff, representing himself and others, had purchased the physical properties of the Eardley Fish & Fillet Co., Seattle.

It was understood that for the present at least W. C. Eardley will continue as manager of the operations, with W. C. Eardley Jr. as assistant manager; and that plant personnel and the general type of the firm's operations will remain the same as in the past.

Although Mr. Alhadeff is manager of Whiz Fish Products Co., it is known that firm is not involved in the Eardley transaction, which concerns only Mr. Alhadeff and his associates.

Jack Wolf Joins APA

Jack P. Wolf, formerly cannery superintendent with the Hood Bay Canning Co. and Whiz Fish Products Co., has joined the staff of the Alaska Packers Association, being assigned this season to the cannery at Naknek.

Mr. Wolf has been secretary-treasurer of the Northwest Salmon Canners Association for a number of years. The son of Arthur P. Wolf, he virtually grew up in a salmon cannery—that at Hood Bay.

TWIN DISC
MARINE GEARS
REG. U. S. PAT. OFF.

New Twin Disc *has everything you want!*

HYDRAULIC COUPLING TROLLING DRIVE

COMPLETELY NEW GEARBOX DESIGN

This completely new Twin Disc MGH-220 Marine Gear has a *variable*-fill hydraulic coupling between the engine flywheel and the reduction gear.

You can run at *all engine speeds* with a *complete fluid-fill* in the hydraulic coupling, thus giving the known advantages of a fluid drive under normal and full load operation.

Or, you can vary the fluid-fill in the hydraulic coupling to permit as much as *60 per cent slip* with reduced engine speeds as required for trolling operation. This slip permits an additional reduction in propeller shaft speeds up to 2.5 times normal. Thus the MGH-220 unit with 3:1 reduction gearing can provide a 7.5 overall reduction ratio when the coupling fill is reduced to give 60% slip.

This means you can slow your propeller down to sustained trolling speeds—with the engine turning in an *efficient* range to *prevent fouling* and to keep your *generator charging*. Yet at a touch of the valve you have full speed, full power operation—with complete coupling fill, normal reduction.

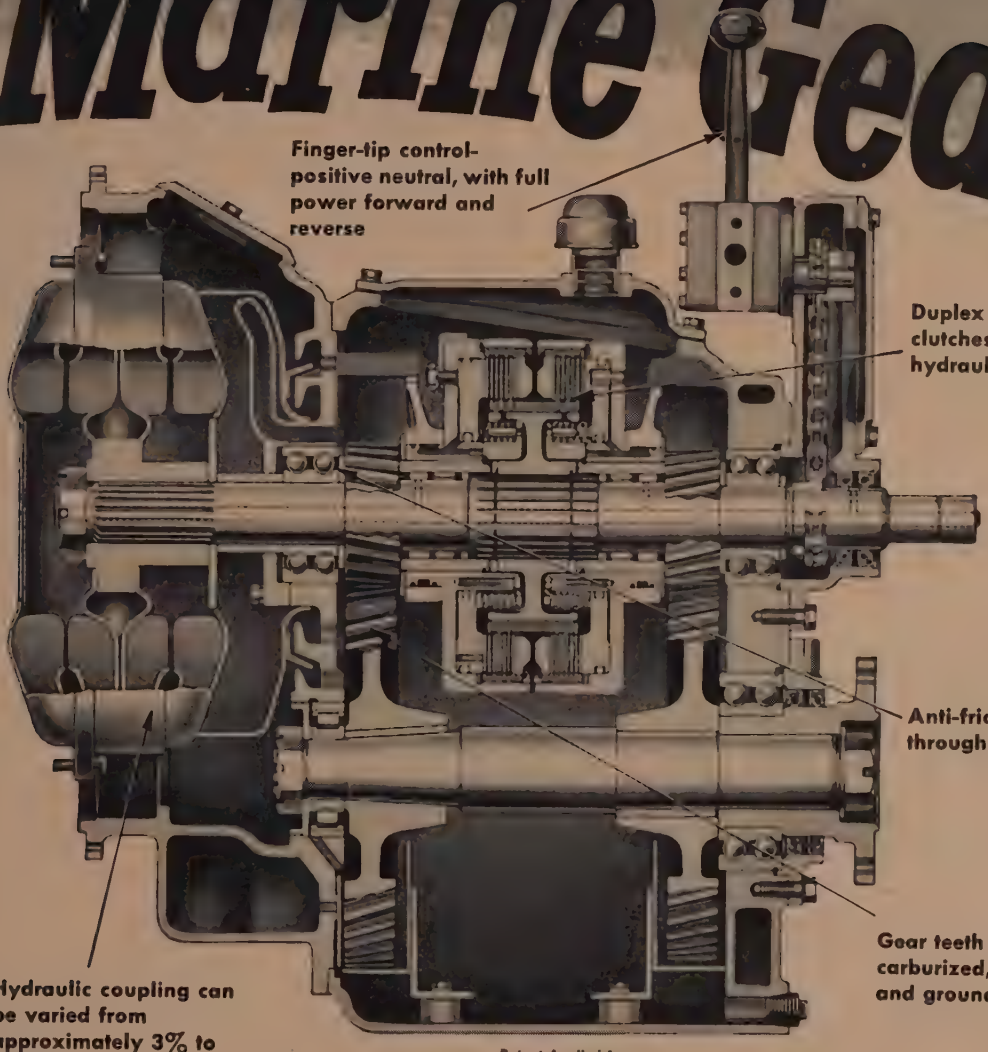
Hydraulically Actuated Clutches

The duplex clutches on this unit (see cutaway) are hydraulically actuated for finger-tip control and, where desired, simplified remote control. These forward and reverse clutches —multiple disc with bimetallic friction surfaces—provide a positive neutral and rapid shift.

Gears in the MGH-220 are of the finest materials and workmanship. They are helical gears, carburized and hardened with generated ground tooth profiles to provide maximum tooth strength, quiet operation and long wear-life. Anti-friction bearings are used throughout . . . including caged roller bearings supporting the forward and reverse pinions.

TWIN DISC CLUTCH COMPANY • RACINE, WISCONSIN

Marine Gear


Finger-tip control-positive neutral, with full power forward and reverse
Duplex multiple-disc clutches are hydraulically actuated
Anti-friction bearings throughout
Gear teeth are carburized, hardened and ground
Hydraulic coupling can be varied from approximately 3% to 60% slip

Patent Applied for

Quiet Operation

The Twin Disc Hydraulic Coupling absorbs all torsional vibrations or other engine-transmitted shocks—reducing noise.

Because of the use of anti-friction bearings to provide independent mounting of the clutch shaft, and because of the elimination by the Twin Disc Hydraulic Coupling of any mechanical connection in the drive, accurate alignment of the clutch and gear assemblies is doubly insured.

These features are your assurance of trouble-free performance and smooth, *quiet* operation at *all* operating speeds.

Compact Installation

The MGH-220 is compact, measuring only 25 inches in length It is also available as a reverse and reduction gear with a rubber block drive in place of the coupling, and is then only 20 inches in length.

In every feature, the Twin Disc MGH-220, first in what will be a complete line of marine transmissions, is the *gear of the year*. The MGH-220 is adaptable to engines ranging from 135 to 230 hp in the 1400 to 2100 rpm class. For complete details, see your nearest Twin Disc Dealer or write direct.

(HYDRAULIC DIVISION . . . ROCKFORD, ILLINOIS)

When you get a "Big One"

The skillful fisherman doesn't depend on luck for getting the big ones. He has the proper equipment . . . knows how best to use it.

When Union Pacific gets a "big one" . . . a heavy tonnage freight shipment . . . it, too, has the equipment and the knowledge necessary for efficient handling.

For example, there are the "Big Boys" . . . largest, most powerful steam locomotives ever built. Designed to haul unusually heavy loads, they do a terrific job..

In addition, there's a large fleet of diesel-powered locomotives . . . more than 50,000 freight cars of various types.

Whether your shipment consists of heavy materials, fragile merchandise, perishables or what not, the U. P. can handle it efficiently and speedily.

UNION PACIFIC RAILROAD

BE SPECIFIC: *Ship* UNION PACIFIC

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Royal Toner, Long Island oyster operator, who believes Eastern oysters frozen in consumer packages have a bright future in the West Coast market.

Toner Sees Frozen Oyster Sales in West

Eastern oysters, frozen fresh from the water in modern consumer packages, eventually will find a large and waiting market on the West Coast, in the belief of Royal Toner, president of Lester & Toner, Long Island oyster producers.

Mr. Toner says his company is developing a package and market plan which he believes will effectively overcome the problem of distributing Eastern oysters on the Pacific Coast, and will put their "Seapure" Long Island oysters in every frozen food cabinet in the West, particularly in the Los Angeles and San Francisco areas, where Eastern oysters are well known and widely appreciated.

Deming & Gould Wins V.A. Salmon Contract

Contract in the amount of $123,634 was awarded in April to Deming & Gould Co., Bellingham, Wash., by the Veterans Administration to supply canned salmon to V.A. hospitals. The amount involved was 423,072 *cans*—not cases.

LATE SPRING TUNA SALES SKETCHY, WITH PACK WELL ABOVE LAST YEAR

To May 1 California tuna packers had received 37,567 tons of fish, compared with 32,753 tons for the same period in 1949, an increase of 4,814 tons.

The gross pack for the two districts of San Diego and Los Angeles-Long Beach harbors was 1,650,174 cases, this compares with 1,395,784 cases in 1949. The industry thus was 254,390 cases ahead.

Sales in April and well into May were very slow, due to heavy buying and building of inventories during January and February and a late winter in the Middle West and East.

Inventories however were expected to be considerably down by June 1, when heavy early summer buying was expected.

Due to foreign competition, particularly on the eastern seaboard, private label business was acutely affected. This resulted in some price cutting by smaller packers. Offerings for Fancy Light Meat as low as $13; Standard $12, and Grated, $9.75 were reported for limited accounts.

Nationally advertised brand business was holding up well, and stoutly resisting the foreign canned tuna imports. Quotations f.o.b. coast were reported firm: Fancy L. M., $14.75-$15.25; Chunk style, $12.50. Generally quoted private label quotations were: Fancy, L. M. $13.25; Standard, $12.25; Chunk style, $11.25 and Grated, $10.25.

Looking at the retail scale generally across the country, Fancy L. M. was 32c to 35c, nationally-advertised. Chunk Style was retailing at from 29c to 31c advertised brands. On the "Light & Dark" style pack—which apparently is growing in popularity—grocers were reported offering loss leaders, as low as 19c, ½-lb. can.

Monterey Sales Co. Is Now Collins Bros.

Monterey Sales Co., San Francisco canned fish distributors, organized in 1945 by L. A. "Larry" Collins, sales manager, Oxnard Canners Inc., Monterey, has changed its name to Collins Bros., and extended its field of operations.

The company has expanded its offices at 110 Market street, San Francisco, phone YUkon 2-0900, and Dan Woolf, Jr., has become associated with Larry Collins and his brother, C. A. Collins.

Mr. Woolf has been the San Francisco manager of the Biddle Purchasing Co. with 32 years' experience with that organization. He has a host of friends among the packers as well as the chain and wholesale grocery buyers throughout the United States.

As well as distributing the canned fish lines of Oxnard Canners and Aeneas Sardine Products Co., Inc., of Monterey, Collins Bros. will continue to distribute the lines, including tuna and mackerel, of other canned fish packers, as well as a full line of California canned fruits and vegetables, dried fruits, nuts, beans, olives, etc.

Tail-End Sardine Movement Is Draggy

Southern California sardine packers were slowly cleaning up their stocks of canned sardines carried over from the end of the 1949-50 season. Movements domestically were spotty, but still there was some business at $3.75 to $4.00, talls; $5.75 to $6.00, ovals. There were reports of some price cutting at $3.50, talls; $5.40, ovals.

According to one leading packer, export business throughout the world, where dollars were to be had, was good. The Philippines, however, biggest of all export markets, had shown no improvement at the end of May. All packers and brokers were waiting confirmation of a report that all restrictions—or at least, most of them—would be removed July 1.

Shiel Finds Salmon Market Conditions Good

Healthy market conditions for canned salmon throughout the country were reported by Walter P. Shiel of W. P. Shiel & Co., Seattle canned salmon distributor, upon his return in May from a long, fast-moving trip over most of the important market centers.

"Salmon is moving well, and has benefitted from a recent stiffening in meat prices, which while I was away were officially announced to have advanced 6%," he said in commenting on conditions.

"Pinks are undoubtedly a very good value at today's prices; and some business has been done at the $15.25 figure. After the advance to this level the chains upped their selling prices a cent or two per can, evidently because of uncertainty as to the price at which they could expect to replace salmon inventories out of new pack — and realization that it was a long time before 1950 goods could become available.

"Reds are virtually gone in all markets, and the small parcels which now and then change hands on resale command high prices."

Van Camp Builds New Sardine Cannery

Van Camp Sea Food Company last month was well launched on a great expansion program both at its Terminal Island and San Diego plants.

A completely modern plant is to be ready for opening of the Southern California sardine season, if plans carry out successfully, packing both ovals and talls. The company's reduction plant is an adjacent building.

Also in the planning stage is an immense warehouse across the railroad track on Cannery St., which will be 200' long; 300' deep. At San Diego the company is spending around $50,000 in a new warehouse at the tuna plant and for additional packing equipment.

Kake Crab Cannery

A. A. Carlson, formerly associated with the Smith & Morrow Cannery at Sitka, has recently formed a partnership with N. E. Thompson of Sitka, and will open a new crab cannery at Kake, Alaska. The partners purchased the packer *Turn Point* from Henry Moy, and will use the boat in their crabbing operations.

Walter P. Shiel, Seattle canned salmon distributor, who found national sales satisfactory.

Reds Sell High, But Pinks Lag in Boston

"There has been trading in Red Salmon here as high as $29.50 to $30 on second and third-hand deals; and our customers tell us that, despite the high prices, they still have calls for Red Salmon, which they are planning on selling at an average quotation around $32," so writes C. F. Weismann of Jones, Weismann & Co., Boston brokers and importers.

"We would not have believed this six months ago; but we ourselves sold some merchandise recently at $29.50. We do not know whether Cohoes will take the place of Reds, but we have been doing everything possible to push them out.

"Prior to the decline in Pink salmon there had been continual rumors that merchandise had been sold for less than $16, the then accepted base; but this was described as pale merchandise.

"When the market finally did break there was considerable purchasing, but not as much, we believe, as the trade was led to believe. (I am talking now of the reaction in the Boston market only.)

"Of course you realize this is not a pink market, and never has been. It is strictly a Red market. In any event, we have been advised by the chains that their movement of Pink salmon at 35c was satisfactorily, but that it was an unprofitable item on this basis. Prices now range between 37c and 39c, which of course has slowed the sale."

Skinner & Eddy Market Keku Canned Salmon

Contracts whereby the Skinner & Eddy Corporation becomes exclusive sales agents for the Keku Canning Co., operating the Kake cannery formerly owned by P. E. Harris & Co., were announced in May by H. A. Fleager, Skinner & Eddy sales manager.

The Kake cannery for many years was the property of the Alaska Pacific Salmon Co., one of the Skinner & Eddy principals. It was sold to P. E. Harris & Co. in 1940.

The Keku Canning Co. was formed by the Indian community of Kake and operates under the U. S. Bureau of Indian Affairs.

Mr. Fleager expressed himself as particularly pleased to have the sale of the Kake pack, in that its normal production will serve to round out the pack of Pinks and Chums available for Skinner & Eddy distribution.

P.A.F. President Comments on Market

J. A. Green, president of Pacific American Fisheries, Inc., in his annual report to the company's stockholders had this to say of recent trends in the canned salmon market:

"Prices for Pink salmon, which had reached a peak of $24 a case in early 1949, had receded to around $18 by the time the new pack began to arrive from Alaska.

"After opening at $18 the price very quickly fell to $16 at which figure early shipments were made.

"Liquidation of our Pink pack and movement at the retail level were not satisfactory. Consequently a further reduction was made to $14.75 in early February.

"Progress in sales at $14.75 has been considerably better and it is believed the carry-over pack will be entirely liquidated profitably before the 1950 pack arrives."

Freezership "Tinian" Back; "Saipan" Fills Fast

The Columbia River Packers Association's freezership *Tinian* reached Astoria about May 1 with a full load of about 1,200 tons of Yellowfin tuna caught by a fleet of satellite seiners off Costa Rica.

In the meantime, her fleetmate *Saipan* reported that fish was coming steadily, and that she was getting her cargo satisfactorily.

San Francisco Sardine Sellers Find Fair Trade

The domestic market for California canned sardines appeared fairly active to San Francisco observers last month, but the export market to the Philippine Islands was limited. Other export markets were reported to be good.

It was said that the domestic market would be better were it not for the cold weather in the east and middle west.

California canned sardines, ovals in tomato sauce were selling for $5.75-$6.00. Talls were bringing $3.75-$4.00. Oblongs were reported to be non-existent, and other canned sardine items were said to be scarce.

Canned Pacific mackerel was reported to be scarce, but there was enough jack mackerel to take care of the demand. Jack mackerel was selling for $5.50 per case, and Pacific mackerel for $6.25.

Pacific Canned Mackerel Sales Lacking Zest

Mackerel movement from Southern California was anything but brisk during April and May, with no export sales and little moving domestically. Packers therefore were not too anxious to take delivery of raw fish, most of it being Jack, with very little Pacific.

April saw 2,845 tons delivered to canneries in the Los Angeles-Long Beach district, with 40,360 cases produced. Quotations, f.o.b. coast, generally were: Pacific, $6.25; Jack, $5.50, 1-lb. talls. Raw prices were still holding firm for fishermen at: Pacific, $50; Jack, $40.

Geo. A. Mendes Company Appoints New Officers

Legert B. Mendes, president of George A. Mendes & Co., announced recently in New York the appointment of officers of the company as follows: Harry C. Faulkner, executive vice president; George E. Petley and Harry E. Gill, vice presidents; Samuel J. Aberson, treasurer, and Theodore J. Groth, secretary. The officers and John J. Tierney, George W. Johnston, F. Paul King and Irving T. Weil compose the Board of Directors. Headquarters are at 1 Hudson St., New York.

George E. Petley has been vice president of The Kennedy Menke Co., Inc.

$15.25 PRICE BRACKET ATTRACTS INCREASED PERCENTAGE OF PINKS

Modest movement following the flush buying for Lent, with a steadily-increasing percentage of the stock of Pinks held at the $15.25 level.

That in a sentence summed up the primary market situation in canned salmon as this issue went to press.

Pinks were the only item warranting consideration. Other species were sold out or in nominal supply.

Substantial blocks of Pinks remaining were all reported priced at the $15.25 level, with one exception, which was out of the market and held for higher.

Percentage of the Pinks priced at the $15.25 level increased during the month, not only by virtue of sales from the $14.75 holdings, but also by accession to the $15.25 bloc; one of the few large blocks moving up to the higher figure.

Goods stored on Puget Sound shouldered additional cost May 1, when the taxing date was reached, and this naturally contributed measurable strength to its pricing.

Holders of Pinks at $15.25 reported relatively ready sales at this price for featured brands, with some trading in unlabelled goods at this figure.

Reports from the consignment centers showed interesting variation. In some cases Pinks were reported draggy, while other points were clamoring for more fish.

Brokers agreed that the weather had a lot to do with market lethargy, and traced curves of coincidence which showed that business was bad where weather was worst.

With the Middle West experiencing the latest spring within the recollections of the oldest residents, warm weather stimulus to summer salmon sales had been entirely lacking to presstime. In a day when sales are largely from consignment and consist of little more than an armload at a time, a cold spring can chill trading, and a flood can wash it out.

Wanted: Warm weather.

Mid-West Distributor Prefers Fresh-Sliced Halibut and Salmon Steaks

Definite preference for halibut and salmon steaks cut from fresh fish and packaged before freezing, as against steaks sawed from frozen fish, is expressed by O. L. Carr, head of the Mid-Central Fish Co., Kansas City, Mo., in an analysis prepared for this journal:

Mr. Carr writes:

"Packaged Halibut and Salmon — This item *sells*. Some dealers that pack it at time of production put up a wonderful product. Of course, they are right in saying that they cannot put up too much, as the product might have a tendency to dehydrate if too long in storage; but while it is available it sells nicely and we get repeat orders.

"When it comes to sliced Halibut and Salmon from frozen stock, you again have trouble with dehydration in storage; and while we understand the chains have moved large quantities of this merchandise, we are not too sold on it ourselves. We can slice Halibut and Salmon from frozen stock at less money than the dealers on the Coast seem to think they have to get for it, put up just as good a product, and have it as we need it."

Mr. Carr comments on the fact that Eastern headless and dressed Whiting has largely replaced Sablefish in the St. Louis market, saying: "Sable is an item we used to handle in large quantities, but H and D Whiting has largely taken its place as a cheap fish, and over the years our sales of Sable have dropped down to practically nothing. Sable is a good fish, but during the war years the packers mixed in a lot of small. If we had been going to have any trade in Sable, that ruined it altogether — and it has never come back."

Pismo Clam Canning

South Pacific Canning Company, Long Beach, were packing Pismo clams, brought up from Lower California in March and April. In March the concern produced 275 cases; in April, 941 cases, all in ½-lb. round cans.

"BREAST O' CHICKEN" CAMPAIGN MAKES EFFECTIVE SALES IMPACT

Breast O' Chicken tuna's first nation-wide advertising campaign was launched this spring by the Westgate-Sun Harbor Company of San Diego. "Recent surveys indicate that the program already has made a smashing impact, new sales records for the label have been set and that the campaign is contributing in a general way to increased sales of all tuna," says Westgate-Sun Harbor's Harold P. Requa, Jr.

Women's magazines, television, radio, trade journals, newspapers, car and bus cards and direct mail are among the media being used. Under the slogan "The Best O' Tuna becomes Breast O' Chicken," the campaign's opening gun was fired in a full page in Life magazine, timed to coincide with the conventions of the National Canners Association and the National American Wholesale Grocers Association in Atlantic City, New Jersey.

Buyers and key men at the two conventions were provided with 15,000 reproductions of the Life and trade journal ads to give the merger a spectacular send-off.

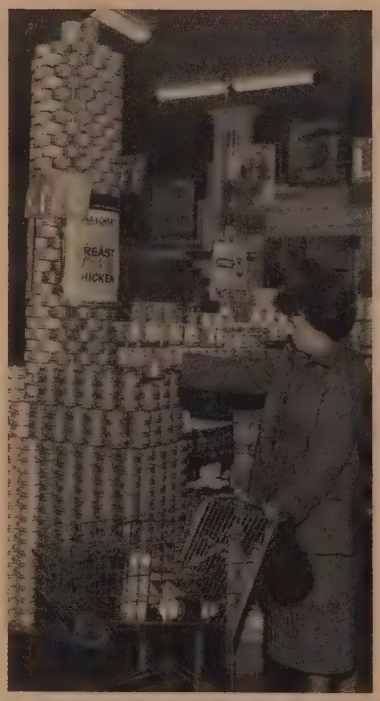
Consumer magazines with a combined circulation of more than 135,000,000 will be used this year. Thirty-five ads ranging from a full page to a half page will be used in Ladies Home Journal, Good Housekeeping, McCalls and other magazines as a means of focusing attention to the Breast O' Chicken label and to tuna in general.

Seventy newspapers in metropolitan areas are on the schedule and car and bus cards are being used in 25 major marketing centers. The grocery trade is being informed of the ads, given sales and tie-in ideas and other pertinent data through more than a dozen trade journals.

Television was used by Westgate-Sun Harbor first among the major tuna packers and will continue to be one of the principal media in the program. Radio, likewise, is being used effectively in many major marketing centers.

A degree of the effective impact the program already has made is seen in the many thousands of inquiries for the famous Breast O' Chicken recipe booklet which have poured in from housewives throughout the nation. At least a million recipe leaflets will be distributed to customers in thousands of stores carrying the Westgate-Sun Harbor product. This feature of in-store promotion is carefully tied-in with a variety of display material featuring not only the tuna but a host of other related grocery items. Recipes found in the booklet list six fruits, twenty-five vegetables, five meats, three cheeses, fifteen dressings and condiments and twenty-one miscellaneous grocery items that can be combined with tuna for good eating.

Under the direction of Mr. Requa, the company's advertising and public relations manager, the program is being handled by the Barnes-Chase Company, San Diego advertising agency, which conducted regional advertising for Breast O' Chicken tuna for more than 20 years.



Here's an in-store display arranged as a point-of-purchase accent in the "Breast O' Chicken" tuna sales campaign.

EDWARD W. THOMPSON, vice chairman of the board of the Columbia River Packers Association, with members of his family, was expected back in Astoria by June from an extended European trip.

SEATTLE PRICES

Openly quoted prices current at presstime, f.o.b. Puget Sound Terminals.

ITEM	Per Case
Col. R. Chinook—	
Choice, 48/2	$12-12.50
Standard, 48/2	$11.00
Puget Sockeye	None offered
Alaska Red	None offered
Alaska King, 48/1	$15.00
Medium Red, 48/1	$19-22
Medium Red, 48/2	$11.55
Pink, 48/1	$15.25-14.75
Pink, 48/2	$10.00
Chum, 48/1	$14.50-14
Chum, 48/2	$9
Crab, 48/2	$23
Albacore—	
Fancy, 48/2	$16
Chunk style	$11.50
Flakes	$10.50
Pacific Oysters, halves 48	$15
Pacific Oysters, buffet 48	$16
Pacific Oysters, E.O. 48	$18
Pacific Oysters, tall 48	$26

(NOTE—Pacific oysters are quoted in cases of 48 tins, but actually are packed in cases of 24 tins.)

Southern California Canned Fish Quotes

General commercial prices openly quoted at presstime, f.o.b. Los Angeles Harbor points.

ITEM	Per Case
Sardine, ovals 48	$5.75-6.00
Sardine, talls 48	$3.75-4.00
Mackerel, Pacific, talls 48	$6.25
Mackerel, Jack, talls 48	$5.50

Vancouver Prices

Openly quoted general commercial prices charged by packers to the wholesale trade at presstime, Canadian funds, f.o.b., Vancouver.

VARIETY	Per Case
Sockeye, 96/2	$35.00
Coho, 48/1t.	$20-23.50
Coho, 96/2	$22-25
Pink, 48/1t.	$15-16.50
Pink, 96/2	$18.00
Chum, 48/1t.	$12-12.50
Chum, 96/2	$14.00

NOTE—Sockeyes virtually unobtainable; Coho, definitely limited; Pinks, scarce; Chums in halves almost exhausted.

San Francisco Prices

Openly quoted prices at presstime, f.o.b. San Francisco Terminal

ITEM	Per Case
Sardines, oval 48	$5.75-6.00
Sardines, tall 48	$3.75-4.00
Mackerel, jack, tall 48	$5.50
Mackerel, Pacific, tall 48	$6.25
Shad roe, oval 2/48	$38.00

For beauty in WRAPPERS *...it's Patapar*

When you want a wrapper with beauty, with extra sales appeal call on Patapar Vegetable Parchment.

And with Patapar you'll have a wrapper that really protects. Patapar has high wet-strength. It resists grease. With clean, strong, white folds it will keep your product fresh and appetizing.

We'll print the Patapar wrappers for you in colorful inks with smart, modern design. Our plants are specially equipped for printing Patapar economically in one or more colors by letterpress or offset lithography.

May we show you samples of printed Patapar wrappers and quote prices on your requirements? Write us today.

Patapar Keymark, nationally advertised symbol of wrapper protection

Wonderful for:

Fillet wrappers
Box liners
Dried fish wrappers
Recipe inserts
Frozen fish wrappers
Canned sea food liners
and many other uses

Patapar
HI-WET-STRENGTH
GREASE-RESISTING PARCHMENT

PATERSON PARCHMENT PAPER COMPANY • BRISTOL, PENNSYLVANIA
Headquarters for Vegetable Parchment since 1885
West Coast Plant: 340 Bryant Street, San Francisco 7, California
Sales Offices: 122 E. 42nd Street, New York 17, N. Y. • 111 W. Washington St., Chicago 2, Ill.

For more than a hundred years men who fish America's seas and inland waters have trusted Gold Medal Netting. Ask your supplier, ask other net-wise friends—they'll all tell you "Gold Medal is the kind you ought to buy—it's got what it takes!"

GOLD MEDAL
The greatest name in netting

GOLD MEDAL NETTING means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

Gold Medal Netting

Makers of Fine Netting for 108 Years

THE LINEN THREAD CO., INC., 116 New Montgomery St., San Francisco 5, Calif.
(Successors to American Net and Twine Company)

Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttal-Styris Co., San Diego • Cia Exportada del Sur, S.A., Guaymas, Sonora, Mexico.
Canadian Representative: Western Leckie Limited, Vancouver, B. C.

GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: AN&T Coy Linen Gill Netting • Gold Medal Sea Island Cotton Gill Netting • Barbour's Nylon Gill Netting • Plymouth Rope A Complete Line of Netting Accessories.

Many packers and company representatives assembled at the Collins Brothers Sardine Cutting in San Francisco recently. Among these were the following:

Top row, l. to r.: The hosts, L. E. Collins, Dan Woolf, Jr., C. A. Collins, Collins Bros.; Bob Carson, J. B. Lynn, Joseph B. Lynn Co.; Sol Ferrante, Oxnard Canners, Inc.; Bill Brown, American Can Co.; Barney Kitchens, Custom House Packing Co.; John Costanza, Martinez Food Canners; Bert O'Connor, Funsten Co., and Paul Jepson, Westgate-Sun Harbor Co.

Second row, l. to r.: Louis J. Frank, Jack Gomperts & Co.; Sal Ventimiglia, Calif. Frozen Fish Co.; Mrs. D. Davis and E. M. Battat, Liberty Gold Fruit Co.; Walter White, the Kroger Co.; R. J. Ryman and Henry Perry, Carmel Canning Co.; Stanley Bergesen, Red Rock Fisheries; A. Junge, Tiedemann & McMorran; L. E. Collins, Collins Bros., and H. B. Tiedemann, Tiedemann & McMorran.

Third row, l. to r.: Don T. Saxby, California Packing Corporation; E. M. Mills, Monterey Canning Co.; Frank Raiter, San Xavier Fish Packing Co.; W. C. Downey, G. R. Barth & Co. and Frank Raiter Canning Co.; Frank E. Lucido, Aeneas Sardine Products Co.; John Lucido and his father, Frank Lucido, Central Packing Co.; Oliver W. Kay, Jr., The Cooter Co.; Harry Pettit, Parrott & Co.; and Wm. Ritter, H. B. Mills Co.

Fourth row, l. to r.: A. V. Williams, Armour & Co.; Jim Tolagson, Oxnard Canners; Sebastian "Buster" Sollecito, Enterprise Packers; Sal Palma, Sea Beach Packing Co.; R. A. L. Menzies, Parrott & Co.; C. P. Hill, First National Stores; L. A. Phillips, Marsman & Co.; Angelo Lucido, Jr., San Carlos Canning Co.; Wells Tietjen, Wells Tietjen Co.; Phelps Hollywood, H. A. Irving Co., and Charles J. Broad, Edgewater Packing Co.

Canned Sardine Cutting Shows Pack Rates Well

Northern California sardine canners, canned fish exporters, food brokers and wholesale grocers, 150 strong, attended the first annual invitational sardine cutting bee at the Palace Hotel, San Francisco, April 28, as the guests of Collins Bros., formerly Monterey Sales Co., sales managers and distributors for Northern California fish packers.

Following the cutting bee, Collins Bros. were hosts at luncheon for the group. All Northern California fish canners were invited to send samples, and to attend the cutting and luncheon. Response was practically 100%. Sixteen Monterey packers were represented by samples, and six San Francisco canners.

Two samples of every offered pack were cut. There was no judging and all samples were unidentified. Shown were samples of sardines, jack mackerel, Pacific mackerel and herring. Sardines were shown in 1-lb. ovals, tall, 8-oz. flat and 5-oz. round.

Invited to meet the representatives of the packers was a long list of national and local buyers, exporters, canned food brokers and distributors, wholesale grocers and other representatives of buying groups. Also in attendance were representatives from the American, Continental and Pacific Can Co.

It was the concensus that the fish cut out very well and represented a fine, uniform pack.

"We didn't have any judging or grading," said L. E. "Larry" Collins, "just a general cutting so the packers could see what other canners were doing. We feel that the cutting is possibly a step forward in getting standards of quality for the sardine pack.

"Next year we will try to get a representation from southern California sardine, tuna and mackerel packers."

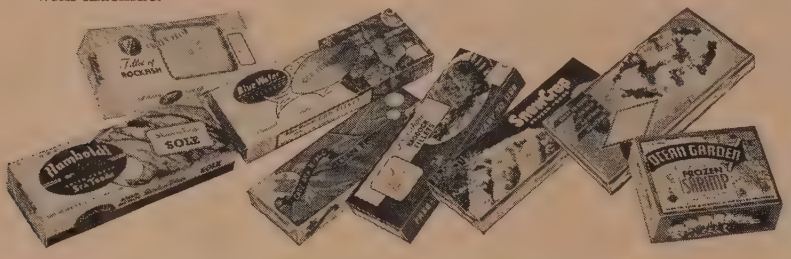
JOSEPH J. BOGDANOVICH, president, French Sardine Company, is having the former purse seiner *Fearless* converted into a scouting and research vessel, and will probably rename her *Starkist*. Noted for its roomy accommodations the vessel can sleep 14.

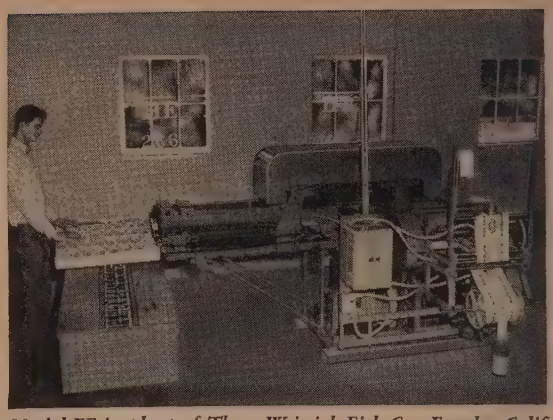
DICK BARGER, head of the canned food department, San Francisco office, Wilbur-Ellis Co., made an extensive trip through the midwest last month. He reported that business was excellent.

Speed up

YOUR WRAPPING OF FROZEN FISH

Our Model FF wrapping machine is used by leading fish packers everywhere. Wraps packages before or after freezing. Uses practically any type of plain or printed wrapping material, registered by electric eye. Rust-proof parts wherever product comes in contact with machine.





Model FF in plant of Theo. Weissich Fish Co., Eureka, Calif.

SPEED: 100 PACKAGES PER MINUTE
Quickly adjustable for various sizes

Write our nearest office for full information

FRED TODT COMPANY
Pacific Coast Representative
2021 So. Hill St., Los Angeles 7
320 Market St., San Francisco 11
105 Orcas St., Seattle 8

PACKAGE MACHINERY COMPANY
SPRINGFIELD, MASSACHUSETTS

"GOLDEN MIST"

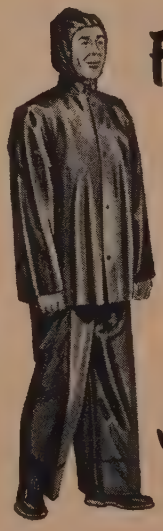
Fancy Dungeness
CRAB MEAT

Dungeness crab, as WHIZ cans it under the "Golden Mist" label, is a seafood delicacy of true distinction, with all the flavor and savor of fresh crabmeat caught and kept for you by high standards and painstaking workmanship.

WHIZ also offers fancy canned Salmon and Albacore Tuna under the "Golden Mist" label.

WHIZ FISH PRODUCTS COMPANY SEATTLE, WASH.

WHIZ FISH PRODUCTS CO.
Producers and Distributors of Selected Sea Foods
2000 Alaskan Way, Seattle 1, Wash.



For Drench-Proof Comfort get "U.S."

RUFF-N-TUFF EUREKA SUIT has a 30" JACKET—is light and roomy to let you move easily. Corduroy collar. Inside fly-front has rust proof, nickel-on-brass ball and socket fasteners. OVERALLS have bib-front, adjustable elastic suspenders, cut-off strips to shorten legs. Small, Medium, Large.

with Wear and More WEAR!

PEERLESS SUIT has 30" JACKET, resists oils and acids. Neoprene coating inside and out. Corduroy tipped collar. Rust-resistant ball and socket fasteners. OVERALLS have bib-front with adjustable webbing suspenders and waist tie-cords. Small, Medium and Large.

HIGH VISIBILITY YELLOW *also available in all these garments.*

UNITED STATES RUBBER COMPANY
Rockefeller Center, New York City

Meat Prices Are Prime Competition for Fish

"The American housewife compares the price of meat with the price of fish — not fish-with-fish; brand - with - brand; grade-with - grade. The price of fish counts of course; but it's the comparison of fish prices with those of meat which decides whether fish gets the business, or loses it."

These are the words of E. W. Harrison, president of Wm. H. Stanley, Inc., New York City canned fish brokerage house, uttered as he sat in the office of PACIFIC FISHERMAN late in March. The call was the first of his trip to the Pacific Coast, and was made for the prime purpose of picking up a useful tool—a copy of the PACIFIC FISHERMAN YEARBOOK.

Mr. Harrison has been reading this journal since 1909, when he went to work for the Kelley-Clarke Company in Seattle. He has been a canned fish broker in the New York City area since 1919. There he represents the Columbia River Packers Association.

He said that Japanese canned Albacore, and particularly Peruvian lightmeat tuna and bonito, is beginning to make itself felt in the New York market as a definite factor in the canned fish supply. Pacific canned crab, too, is meeting definite competition from canned Atlantic blue crab; and to some extent from the Oriental article.

Attending the Collins Brothers Sardine Cutting and caught by PACIFIC FISHERMAN'S camera were:

Top, l. to r.: R. Krebs, Peninsula Packing Co.; D. McCafferty and Thomas Noice, California Packing Corporation; Frank Burns and R. J. Campiglia, Continental Can Co.

Second row, l. to r.: George Cristo, Northern Packing Co.; H. M. Blinn, Continental Can Co.; R. H. Merritt, Jr., Atkins-Kroll & Co., and his father, R. H. "Dick" Merritt, Enterprise Packers; and Alvin Baukol, San Carlos Canning Co.

Third row, l. to r.: Joseph Lais, San Francisco Overseas Corporation; Fred Bosio, American Can Co.; Charles S. Ash, H. A. Irving Co.; George Dollar, Peninsula Packing Co.; Pat O'Brien and C. Gordon Campbell, F. E. Booth Co., Inc.

T. V. ADVERTISING HELPS SELL FISH

Reaching the consumer through the television sets of the country is developing rapidly as a sales medium for fish canners in Southern California.

French Sardines Co., under Sales Manager Jerry G. Scharer, is now utilizing television through a 15-minute program on Sunday night, at 5:45, in which Erskine Johnson, Hollywood commentator, appears for Star-Kist brands on KECA. French's sponsorship of Johnson is in line with their tuna advertising promotion which links Star-Kist tuna with favorite tuna recipes of Hollywood movie stars.

French Sardine Co. has shown over television throughout the country's major cities its Star-Kist tuna fishing movie, in two lengths—one of 22 minutes' duration; the other of 35 minutes. Most of the action in this film was aboard the company's flagship "Star-Kist" in the Galapagos area. Harry Borland filmed the series and Don Loker, public relations official for French Sardine Co., is the "voice."

Terminal Island Sea Foods has found television successful in introducing its specialty pack of Sardinettes to the public. Wheeler & Rourke, comedians, display Sardinettes as part of their late-evening program twice a week over Channel 11. The oblong can of Sardinettes, with its attractive label and pleasing cellophane wrap, lends itself well to visual promotion of this type.

The newly merged Westgate-Sun Harbor Company, San Diego, began its television advertising in a large eastern market and recently expanded use of this media to Los Angeles and Southern California. The company proposes to expand use of television in the future, reports Harold Requa, Jr., advertising-public relations director of the San Diego cannery.

P.A.F. Profits Decline To $1.67 a Share in 1949

Net profit of the Pacific American Fisheries, Inc., in 1949 declined to $631,240 or $1.67 per share, as compared with $1,748,681 or $4.64 per share in 1948.

Sales in 1949 aggregated $6,364,-640.

At the end of February canned salmon inventory was approximately $3,000,000 at prices then current. J. A. Green, president, in his report to stockholders, said that during March and April half of the salmon inventory on hand Feb. 28 had been sold.

Before you buy

a diesel engine

...be sure and read this booklet!

A sound basis of comparison is essential to the selection of the proper diesel engine to meet your power requirements. And that's just what the booklet *"10 Questions to Ask a Diesel Engine Salesman"* gives you. If you want economy, dependability and long engine life this booklet will show you what to look for in a diesel engine.

In addition, the *"10 Questions"* booklet describes fully the Murphy Diesel line of heavy duty "true" diesel engines, giving design details and basic specifications. No diesel power user or prospective diesel power user should be without this helpful 28-page booklet. Write for your copy, mentioning your company affiliation and position.

MURPHY DIESEL COMPANY

5301 W. Burnham St., Milwaukee 14, Wisconsin

GET FULL INFORMATION FROM YOUR NEAREST DEALER

SAN FRANCISCO, CALIFORNIA—Oswald Machine Works, 2936 Hyde St.
PARAMOUNT, CALIFORNIA—MacCallum Co., Box M, Clearwater St.
SEATTLE, WASHINGTON—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B.C.—Lipsett Engine & Mfg. Co., 1315 Powell St.

Heavy duty power **for fishing**

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 190 H.P.; marine type generator sets from 60 to 133 K.W.

Westgate - Sun Harbor Sardine Plant Improved

Westgate - Sun Harbor Company completed the last phase of the recent merger between the two name concerns by acquiring under the new heading the Sun Harbor Packing Company's sardine cannery at Monterey. In the original merger this holding was not included. Sun Harbor acquired it in 1946.

A $100,000 modernization program is already under way at Monterey, readying the cannery for opening of the sardine season, August 1, and which will considerably increase the plant's capacity.

Installed were three automatic packing machines, for 1-lb. talls; two new exhaust boxes for ovals and talls, and a new cutting machine. New equipment installed by Ray Bentley, Universal Canning Machine Company. All original machinery is being rebuilt or overhauled.

Paul Jepson remains as manager, with Joe Miller, plant superintendent.

Here is the power scow *Beaver* of Libby, McNeil and Libby leaving for Kenai after being repowered this spring with twin "Caterpillar" D-318 marine diesels by the N C Marine division of the Northern Commercial Company. The photo shows *Beaver* carrying a Columbia River gill net boat "piggy-back," as it were. The gillnetter being carried is powered with a Packard marine engine, also installed by N C Marine. Chris and Frank Barr with their two gillnetters and the Bajocich brothers, Martin, Andrew and John with their boats are fishing for Libby this year at Kenai. The Barrs and the Bajocich boys are topnotch gillnetters and last season worked not only the Columbia River but the San Juan Islands and Port Susan in the fall.

Not Gold In Them Cans — Just Shad Roe

Two northern California firms, Bell Smoked Fish Co., and Hickmott Canning Co., Antioch, were packing shad roe last month in the ½-lb. oval can. The price was steady at $38.00 per case. Bell Smoked Fish Co. is represented by Collins Bros. and Hickmott Canning Co. by Parrott & Co., both firms of San Francisco.

The Sacramento River shad run was reported to be better than '48 and '49, but still not good. About 25,000 lbs. of shad were being landed daily, and observers reported that in normal season at least 75,000 lbs. should be coming in per day.

Dragging Yields Good Early Catches

Early May witnessed an upturn again in the dragboat business at Eureka, with more than a half million pounds coming into the port the first week in May. The week's catch was distributed among the local companies as follows:

Theo Weissich Fish Company, 325,000 pounds; Tom Lazio Fish Company, 200,000; A. Paladini, Inc., 80,000; Sturiale Fish Company, 20,000; Consolidated Fisheries, 17,000.

Meanwhile crabbing operations along this sector of the northern California coast continued rather slack, reportedly about 70% *below* normal for the period.

Fishery Scientist Joins French Sardine

Robert K. Pedersen, Washington Department of Fisheries biologist, has accepted a position in private industry with the French Sardine Co., Terminal Island, Calif., as head of a new quality control and development division being created by the firm.

The University of Washington fisheries graduate has been working on stream improvement and technological research for the department since the war. While with the department, Pedersen developed new methods of smoking-curing salmon that have been widely adopted in the industry, and recently has been doing research on the fishery damages that would be caused by some proposed dams.

Air-Lift Drier Passes Smog Test

A new type air-lift drier has been installed at Pacific Processing Company, Terminal Island, by P & L Welding & Machine Works, Anaheim. The system dries meal at low temperature, eliminating scorching, by suspending it in a vertical cone and drying by forced draft circulation. Considerable meal is thus saved, while smoke and odors are eliminated. The system has been approved by the Los Angeles anti-smog control board.

Canada's Fish Price Support Given Permanency

The Canadian government plans to make price support of fishery products a part of the country's permanent policy, and legislation to that end was adopted in the House of Commons during its present session in Ottawa.

The $25,000,000 fisheries price support fund will be taken out of the realm of order-in-council, subject to change at short notice by cabinet action, and placed in the statutory category whereby an act of Parliament will be required to amend or cancel it.

Price support for fishery products as well as products of agriculture was first adopted as a wartime emergency measure in 1944.

So far, about $500,000 has been written off under the fishery price support as a complete loss.

Weissich Flies Big Crab Meat Shipment

Constituting the largest load of crab meat ever shipped from Eureka by air, a cargo of 800 lbs. of freshly packed meat was carried to Oroville, Calif., recently by two planes of the Pierce Flying Service.

The big consignment was shipped by the Theo Weissich Fish Co. to serve a women's club convention in the interior California city. Pilots flying the shipment were Earl Johnson and Dave Zebo.

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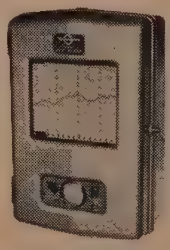
Are you earning the same kind of money? There's the correct type of Bendix Fish Finder that can make more money for you too. The Bendix is inexpensive to buy, it's easy to install and it will give you years of dependable money-making service.

There's a dealer in your port who carries the Bendix Depth Recorder. See him today or write us for complete information.



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A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
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Canadian Indians Want Exclusive Rights, Too

British Columbia Indians are asking the Canadian government for exclusive fishing rights in certain coastal areas on the ground that some Alaska tribes have been granted such privileges.

According to Frank Assu, representing the North American Indian Brotherhood, the Indians will seek restoration of their "aboriginal fishing rights in the tidal waters of British Columbia," specifically along Johnstone Straits between Seymour Narrows and Putney Point lighthouse and in the Fraser River area from a point two miles off the shore of Point Grey to Fraser lightship and two miles south and up the river to Pattullo Bridge at New Westminster.

These areas are regarded as among the most important for salmon fishing in the whole of the province.

The Indians' plea will be formally made at Ottawa when amendments to the Indian Act are under consideration.

Fred Kruse, Veteran Seattle Fish Man, Dies

Fred Kruse, who had been an active figure in the fish packing business in Seattle since 1901, died there March 8 at the age of 71. At the time fo his death he was employed by the Palace Fish & Oyster Co. smoke house.

At one time he was with the International Fish Co., Tacoma, until it was purchased by Booth Fisheries. He then formed the Perfection Smokery on the old Pier 18, where the Union Oil dock is today. Subsequently the business was moved to its present location, where it is still active under other owners.

After selling Perfection Smokery, Mr. Kruse organized F. Kruse, Inc., with headquarters in the Bell Street Terminal. He was interested in the Kalgin Packing Co. and Norway Pacific Importing Co., besides operating the schooner *Alice Cooke* and the motorvessel *Dorothea* in Aleutian trading operations.

Mr. Kruse is survived by his widow and three sons: Clarence, employed at the Port of Seattle Spokane Street cold storage; Paul, working at Palace Fish & Oyster Co. smokery; and Robert, a field engineer with the telephone company.

ROLF SANNES, manager, Seaside Supply Stores, San Pedro, reports grouper fishermen operating in waters off Lower California, are enjoying real success with a No. 2½ shark hook on an aluminum jig, developed by Pfleuger.

Olaf Westby recently powered his new halibuter *Princess* with a "Caterpillar" D-318 marine diesel. *Princess* is pictured running off the N C Marine dock on Lake Union after having the engine installed. Westby reported that the new engine performed exceptionally well on his first trip out.

56 Million-Pound Catch of Halibut is Forecast

With the 1950 halibut season due to start in six days, the International Fisheries Commission finally got around to announcing the 1950 regulations April 25. Of course the tardiness wasn't altogether the fault of the commission, because it had sent the proposed regulations to Washington and Ottawa long before.

The governmental agencies in the national capitals evidently figured that, so long as there weren't any earth-shaking changes in the regulations, there was no hurry in telling the fishermen the 1950 rules.

Quota totals are unchanged at 25,500,000 pounds in Area 2; at 28,000,000 pounds in Area 3; and 500,000 pounds in Area 4.

On top of this quota total of 54,000,000 pounds, the commission staff estimates there will be taken 2,000,000 pounds, this including the yield from Area 1, expected quota overage, and the catch made incidental to fishing for other species.

There really are no changes of importance in the current regulations. Changes have been made in four sections, dealing with issuance of licenses and permits and with closed nursery grounds. In addition, the time for making statistical returns by vessels has been increased from 48 to 96 hours.

No changes are made in regulations relating to retention of halibut, the commission again having turned a deaf ear to the plea of trawlers for the right to keep and sell halibut; and to the request of trollers that they be granted the right to retain halibut taken in the course of trolling after the regular halibut season closes, and while permits are being granted for retention of halibut taken incidentally to fishing for other species.

General Clay Becomes Continental Chairman

A few days after Carle C. Conway, chairman of the board of the Continental Can Co., visited Seattle in April, he resigned as chairman, a post he had held since 1930. Mr. Conway was succeeded by General Lucius D. Clay, formerly commanding general of the United States forces in Europe.

Mr. Conway remains as a director of the board's executive committee.

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Announces the Appointment of

MARINE EQUIPMENT CO., Inc.

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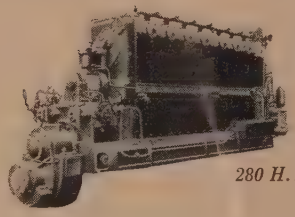
Dependable Distributors and Dependable Diesels go together! That's why Marine Equipment Co., Inc., have taken on the Lister-Blackstone Line. See Lister-Blackstones — real eye openers — at Marine Equipment Co., Inc.

NEW LOW PRICES on Lister-Blackstone Engines give you an added profit incentive to investigate. BEST DIESEL VALUE FOR YOUR DOLLAR. 3 to 320 H.P. range.

Lister-Blackstone Single-cyl. Model C D, 8 H.P. at 1200 rpm.



Lister-Blackstone 7 cyl. propulsion engine Model EPVMDR 7. 280 H. P. at 600 rpm.

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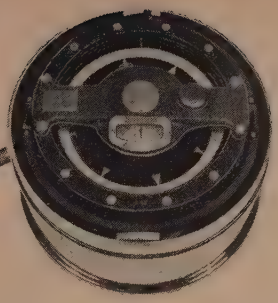

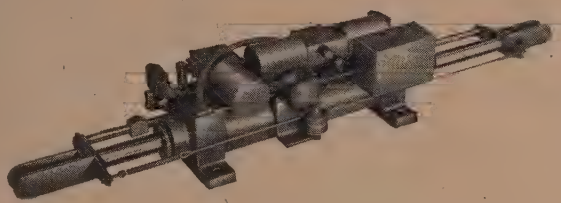

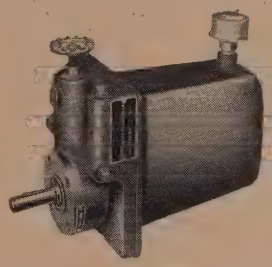

LOW COST *automatic steering for fishing craft*

● By using the SPERRY HYDRAULIC RAM to power the SPERRY MAGNETIC COMPASS PILOT ... fishing boats of limited power can get the advantages of *automatic steering* at relatively low installation cost—in most cases the equipment can be attached to the existing steering system. This hydraulic power unit meets steering requirements of vessels approximately 40 to 125 feet long.

● Below are some of the features that enable the Hydraulic Ram to operate economically and dependably...

● ... Operation possible from either motor drive, or belt drive direct from main engine without drawing on ship's electrical supply. *Hydraulic pressure* is adjustable over a wide range to meet *rudder torque requirements* of various types of craft. Action of the hydraulic system is fast and positive. The 2-unit equipment—*hydraulic ram* and *power pack*—is compact, rugged, powerful.

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● Besides the savings made possible by the Sperry Hydraulic Ram, the small fishing craft gets valuable economies from *automatic straight steering* itself. By steering the shortest course automatically, the Sperry Magnetic Compass Pilot saves time en route, assures more time on the fishing grounds.

● Portable remote controller . . . permitting full rudder control away from wheel . . . leaves captain or mate free to supervise fishing operations while the run is on.

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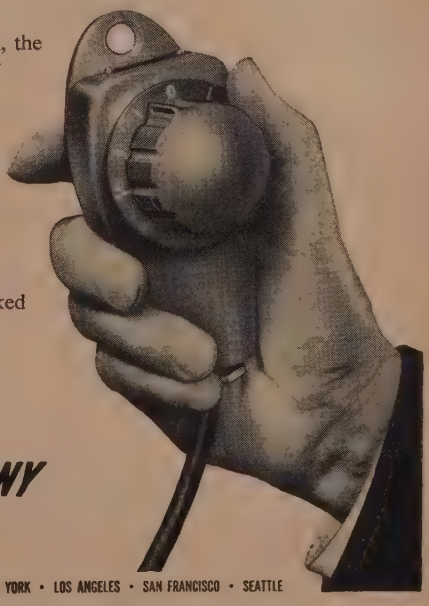
● The Hydraulic Ram and Magnetic Compass Pilot are both backed by Sperry's service organization. Our nearest district office will be glad to give you additional information.



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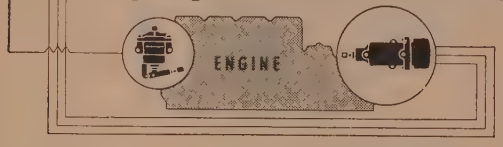

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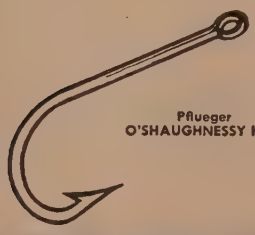
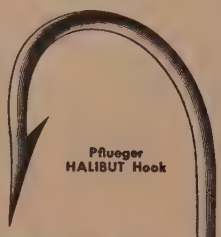
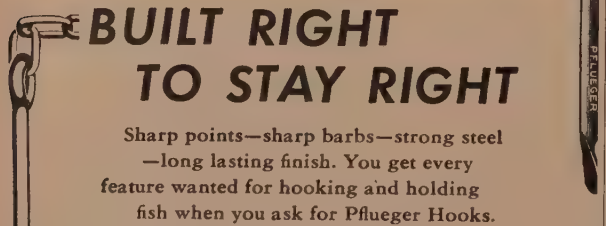




PFLUEGER *Hooks*



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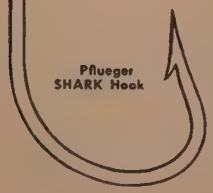

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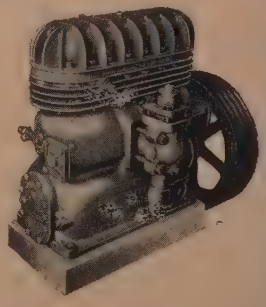
A GREAT NAME IN TACKLE

It's Baker for the "John N. Cobb"

Named for a former editor of *Pacific Fisherman*, the new BAKER-equipped "JOHN N. COBB" is a most unusual vessel. Designed by W. C. Nickum & Sons, Seattle naval architects, and built by Western Boat Building Co., Tacoma, she will be operated by the U. S. Fish and Wild Life Service as an explorer.

BAKER Refrigeration Equipment includes two 5 hp Freon Condensing Units, one operating a sharp plate freezer for the experimental freezing of fish; the other providing refrigeration for the two cold storage holds. A 3 hp BAKER Freon Condensing Unit is connected to a brine tank for the experimental freezing of fish in brine. A ½ hp BAKER Unit is used for the galley and ship stores.

Skipper of the JOHN N. COBB is Capt. Sheldon W. Johnson; Chief Engineer is Lewis Card; and the vessel's exploratory work will be under the direction of J. G. Ellson, fishery engineer.



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Roesling Sells Brokerage Business to P. X. Smith

After 30 years devoted to the sale of vegetable oils and oil-bearing products, Ralph J. Roesling announced last month that he had decided to withdraw from the brokerage field and to confine the business of R. J. Roesling & Co., San Francisco, solely to importing and exporting vegetable oils and kindred products.

Mr. Roesling has sold to Paul X. Smith, of the R. J. Roesling & Co., the brokerage business of the company, including the New York and Manila offices.

Mr. Smith has for several years had complete charge of the brokerage department of R. J. Roesling & Co., having entered the company 15 years ago.

Hugh Arnold of the San Francisco office, Paul W. Bates of the New York office, and Charles Gebhard of the Manila office of the R. J. Roesling & Co. will be associated with the Paul X. Smith Co.

Remaining with R. J. Roesling & Co. will be Mr. Roesling, Norbert F. Roesling and Robert Williams, in charge of the export and import department.

The Paul X. Smith Co. makes its headquarters in Room 415 Stock Exchange building, 155 Sansome street, San Francisco, phone YUkon 2-3328. The company will deal in fish and vitamin oils, copra, oilseeds and vegetable oils.

Grays Harbor Trawl Fish Landings Resumed

An attempt to revive the Grays Harbor bottom fishing industry, which slumped to almost nothing since the war, was revealed with the delivery of 20,000 pounds of bottom fish by the *Metekla,* 70-foot trawler skippered by Harry Samuelson, Hoquiam, to the Washington Fish company, Aberdeen, April 25.

The delivery was the largest to the Harbor in more than two years. Mair Rodrique and Tom Bensussen, owners of Washington Fish Co., said they hoped to revive bottom fishing by broadening their markets. They pointed out that Grays Harbor at one time, during the war and just afterward, was one of the leading bottom fish ports on the coast but is now one of the worst. Samuelson, who fished off California last year because of better markets, said he would welcome a chance to make the deliveries to Grays Harbor because he could get home more often.

B. C. Whaling Definitely Set For This Year

Western Whaling Corporation, subsidiary of B. C. Packers, Ltd., will operate again this year with a fleet of three killer boats based at Coal Harbor on Quatsino Sound, northwestern Vancouver Island.

As a means of expediting production, the company will use the powerful tug *Towmac* to tow the whales to the plant from a point nearer the open sea, thus enabling the killer craft to concentrate on the hunt and eliminating the long, time-consuming run up the sound. *Towmac* was formerly operated by H. R. MacMillan Export Co.

For the hunt, Western Whaling Corp. will use the *Nahmint, Tahsis* and *Bouvet.* The former two operated last season; the *Bouvet* is especially designed for whaling and was purchased by the company during the winter from Christian Salveson & Co. in the United Kingdom. Masters of the three ships will be Jack Hann, *Bouvet;* Einar Jensen, *Nahmint;* Henry Molle, *Tahsis.* Douglas Souter is manager of the company, under Vice-President and Production Manager R. E. Walker.

Cutless Cuts COSTS

Tuna Clipper "Mary E. Petrich"
Equipped with 8" Cutless Bearings

Soft Rubber
Water Lubricated

Longer bearing service plus less shaft wear, plus reduced drydock expense adds up to lower operating costs. Cutless bearings save you money—increase your profits.

Soft rubber, water lubricated Cutless Bearings are smooth—quiet in operation, not affected by oil and grease and have been proven through years of service on all types of fishing vessels.

Large west coast stocks, popular sizes. Factory stock to 10 inch shaft size available overnight by air.

See your ship repair yard, marine supplier, or write to —

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B.F.Goodrich *Cutless* BEARINGS
PROPELLER SHAFT

Rugged Power

Universals Serve Longer, Better, for Less!

READ WHAT THESE FISHERMEN SAY!...

". . . the Universal Motor is 25 years old and when it was overhauled, the only parts needed were gaskets."

*E. L., Buffalo, N.Y.**

". . . I bought my Universal about 30 years ago and it is still going strong. Spent less than $5.00 on repairs."

*B. H., Newfoundland**

". . . my Universal Super-Four uses 2½ gals. per hour running at full speed. Drives my 40 ft., 13 ton boat 7½ knots per hour. Never gave me trouble."

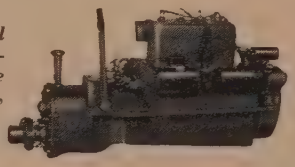
*V.G., Oakland, Cal.**

". . . your Cruiser Six has surely performed—drives my heavy 38-foot steel boat 9 miles per hour with a 28x24 propeller."

*C. O., Ellison Bay, Wis.**

If you want marine *power* you can count on for tens-of-years of faithful, low-cost service, make your choice a Universal 100% Marine Motor. Models from 1 to 6 cylinders, 8 to 110 honest horsepower.

The ever-popular Universal Utility Four powers thousands of fishing boats the world over, 25 horsepower, extremely economical.



Ninety smooth horsepower makes the Universal Cruiser Six ideal for fishing. Ruggedly built for lasting service.

The Universal Super-Four with reduction drive and forward power take off. Another excellent model for fishing. 50 horsepower.

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YOUR CATCH with Adam's Best!

Whatever your specific type of fishing, you can be sure that Adams Netting will never let you down! No wonder so many fishermen are buying Adams Nets.

First trip out they get that wonderful satisfaction of knowing that come what may, Adams Nets have the stamina necessary to bring those profitable maximum loads aboard ship. They're great nets for "bringing home the bacon"—you know the kind of bacon that comes on green paper and is printed by Uncle Sam . . . Once you buy Adams Netting you will know the full value of perfect workmanship, uniformity and quality.

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Englund Marine Supply Co. Newport and Astoria, Ore.

San Diego Marine Hdw. Co., San Diego, Calif.

A. D'Acquisto & Sons Monterey, Calif.

Angelo D'Acquisto San Francisco, Calif.

SEASIDE SUPPLY STORES, INC., San Pedro, Calif.

Herring Fishermen Stand Firm on S.E. Agreement

Prospects for herring operations in the Prince William Sound and Kodiak districts of Alaska were definitely gloomy as this issue went to press, with the herring fishermen standing pat on their demand that the 1949 Southeast Alaska settlement apply this year throughout the territory.

The 1949 agreement was continued for 1950 in Southeast Alaska when the three operators who ran there in 1949 allowed the deadline date for reopening negotiations to pass without declaration of intention to make a change.

The 1949 deal boils down to this per share: 15c per barrel, or 25% of the gross revenue derived from the products of each barrel of herring, whichever is the greater.

With this arrangement renewed for Southeast Alaska, and the Alaska Fishermen's Cooperative operation, based on the floater *Pacific Rim*, reported shifting to Prince William Sound, the operators in the Prince William and Kodiak districts admittedly were in a difficult position.

Market prospects for the 1950 production certainly were not encouraging. In May east coast menhaden oil was being quoted at 5½ to 6c per lb., while sardine meal at $2.20 per unit of protein averaged about $145 per ton—far, far below the figure commanded in 1949.

Some of British Columbia's smartest herring fishermen had an opportunity to swap stories when the skippers of the Canadian Fishing Co. fleet got together a few weeks ago in Vancouver, B. C. With the skippers are shown S. M. Rosenberg, general manager, and G. B. McKay, production manager and dispatcher.

In the upper picture, left to right, standing: Mr. McKay; Capt. John Dale, *Pacific Sunrise;* Capt. Knute Floe, *Cape Canso;* Capt. Harold Hendricksen, *Cape Mark;* Capt. Nels Floe, *Midnight Sun;* Capt. Richter Iverson, *Cape Russell.*

Seated: Capt. Joe Njkara, *Snow Cloud;* Mr. Rosenberg; Capt. Chris Jensen, *Pacific Sunset;* and Capt. Harry Trelvik, *Bligh Island.*

In the lower picture, left to right, standing: Capt. Silvo Car, *Cape Caution;* Capt. Matt Martinolich, *William C. Todd;* Capt Tony Kirincich, *Merry Chase;* Mr. McKay; Capt. George Brajcich, *Freeland.*

Seated: Capt. Joe Cerezin, *Snow Drift;* Mr. Rosenberg.

San Diego Boat Owners Prove Effective Group

The San Diego Commercial Boat Owners Association continues to develop as an excellent example of small-fishing vessel operators combining into groups to achieve better facilities in port and to be able to present a common viewpoint to port authorities, tax assessors, etc.

Recently the organization elected new officers, with Charles White named president; L. E. Brady, vice-president, and Orville Smith, secretary-treasurer. The new board: John Kelley, retiring president; Calvin Burns, L. Sherman, Arthur Reinoehl, Steve Prodanovich, F. Insinger, M. Carvanei, Clarence Eaton, Messrs. White, Brady and Smith.

Among the group of around 100 owners are some of the most successful Albacore and market fishermen in Southern California. Through the organization, the San Diego Harbor Commission leases two new commercial piers at Point Loma in the recently created commercial basin at Point Loma.

Extensive Herring Studies Made in B.C. Areas

Herring tagging operations this season have been expanded by the Pacific Biological Station along the British Columbia coast, and all major herring populations are being covered in the middle, lower east and west coasts of Vancouver and in the northern and central areas of the mainland and adjacent waters.

A total of 44,800 herring were tagged in the Vancouver Island areas. It was expected that between 65,000 and 70,000 herring would be tagged all told.

Three vessels were loaned for this purpose by the industry, B. C. Packers contributing *Mina H,* Captain R. Hirst; Canadian Fishing Co., *Pacific Queen,* Captain J. Goodland, and Nelson Bros. Fisheries, *Western Commander,* Capt. L. Tusvik.

The tagging was conducted by K. Herlinveaux, assisted by K. Sutherland; A. G. Paul, assisted by John Saker and Ben Wildman; J. H. Larkman, assisted by Donald McDermid.

Spawning ground surveys were also conducted early in the spring along the west coast of Vancouver Island, and indications were that the amount of spawn deposited this year is about the same as in 1949. The survey was conducted on the *Fir Leaf,* loaned by Anglo-British Columbia Packing Co., skippered by Captain L. Darcus.

Alaska Pacific Loses

Net losses of $114,874 was sustained by the Alaska Pacific Salmon Co. as result of its 1949 operations, Gilbert W. Skinner, president, said in reporting to the company's stockholders in April.

"Very disappointing" results were attributed to the poor run of fish in the Bristol Bay area, plus severe restrictions on operations.

Canada Will Insist On Jap Fish Obligation

Canada's insistence that fishing restrictions be made a part of the proposed peace treaty with Japan was emphasized at Ottawa May 4 by Hon. Leslie B. Pearson, minister of external affairs.

Mr. Pearson said the Canadian government was anxious to sign a treaty with Japan, but that it intended to insert provisions guaranteeing protection to the fishing industry of the west coast.

Howard Green, member of the House of Commons for Vancouver-Quadra district, said the treaty should include provisions to prevent the Japanese from raiding the fishing grounds and from working depredations by their ignorance or indifference to conservation.

Tuna Seiners Sail Under Guarantee Letters

The C.I.O. union at San Pedro recently announced that all purse seiners departing from the Los Angeles-Long Beach district for tuna were fishing under "letters of guarantee" from packers. This replaced the former verbal agreements or orders which had regulated sailings. Thus the basic Yellowfin raw price of $310 per ton was effective for all vessels sailing as of February 28 or after, the same as was paid in 1949.

Mexican Shrimp Trawlers Powered With Diesels

New installations of "Caterpillar" propulsion diesels have been made in a pair of trawlers operated by Congeladoras Marinos en Alta Mar, S.A., Guaymas, of which Capt. Diego Martinez Corona, head pilot of Guaymas, and his brothers-in-law, E. H. and Luis Gayou are owners. The firm operates two freezer vessels, *Admiral Brenton* and *Marta Aurora*.

Shepherd Diesel Marine, San Diego, supplied 75-hp. "Caterpillar" with 2:1 Twin Disc reduction gears as new power for the shrimp trawlers, *Conchita* and *21 de Abril*.

A Continuously Constructive Force in the Salmon Industry . . .

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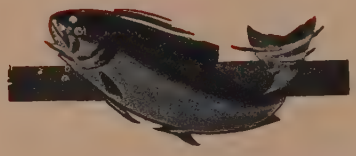

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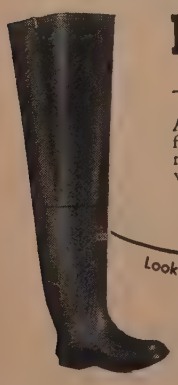

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EUREKA CO-OP. AFFILIATES WITH FISHERMEN'S FEDERATION

Eureka Cooperative Fisheries has completed affiliation with the Fishermen's Federation. At the same time, the Cooperative concerned disclosed the opening of a new plant at Fort Bragg, California, to begin operations on May 1 with the start of the northern California salmon season. In addition to the Eureka and Fort Bragg installations, the company also operates a plant at Crescent City.

The Eureka Cooperative was organized in March, 1948, by 11 local fishermen, who leased the Hallmark plant at the foot of F street in Eureka. About the same time, cooperatives were being launched in Fort Bragg and Crescent City. Subsequently, the three groups merged into one concern, using the name Eureka Cooperative Fisheries.

During the first season, the company processed some 2200 cases of crab meat, selling through brokers at San Francisco and Los Angeles. In addition, the concern handled 408,000 pounds of salmon and 530,000 pounds of crab, with some 60 vessels delivering to the company during the major part of the salmon and crab seasons.

Expansion of operations has been reflected in the development of additional facilities, particularly at Eureka, where the company has purchased the Della M. Wood property at the foot of E street, formerly used as a grocery warehouse, for a processing plant. At present, the concern occupies 430 feet on the Eureka waterfront, the largest dock space owned or operated by any of the local fish plants.

The new plant being opened at Fort Bragg was purchased on February 1. Improvements include a new refrigeration system, new scales and a new hoist. From Fort Bragg, a pickup boat will operate to Shelter Cove during the coming salmon season. James Williams is manager of the Fort Bragg plant.

The Crescent City installation is located on the new Citizens' dock in that port. Fish from that point are transported to Eureka for transshipment. William Ohlheiser is Crescent City manager.

Waino Himango, Eureka, is president of the Coop. John Lovdahl is vice-president; A. B. Lindstrom is secretary-treasurer, and Cliff Coppin is general manager. The board of directors includes representation from the three ports, including Archie Fuller and Oscar Kampe, Eureka; Verne Hager and Allan Howard, Crescent City; Fred Makela and Enio Freeman, Fort Bragg.

At present the concern is planning the installation of an ice-flaking machine at the Eureka plant.

"Sophie Christenson" Sold; To Be Lowly Log Barge

The four-masted codfish schooner *Sophie Christenson,* largest of the fleet of salt-bankers that for three-quarters of a century caught and salted codfish on the Bering Sea banks, was sold in May by Capt. J. E. Shields to Canadian interests who will use her as a log barge, towing out of Vancouver Island west coast ports to lumber milling centers.

The old schooner, which brought in the largest cargo of codfish ever taken from the Bering, has not been active in recent years.

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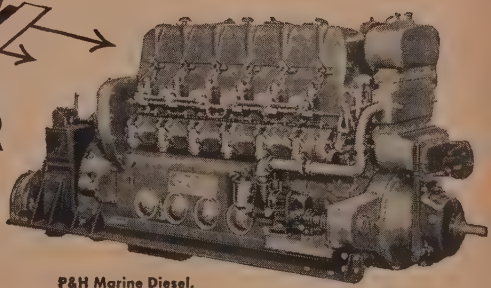

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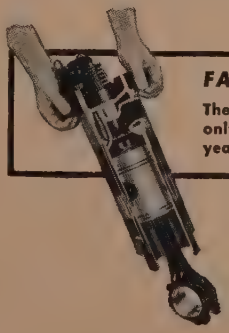

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The patented P&H Diesel cylinder head and liner assembly is replaceable in only 40 minutes—*without* dropping the pan! By simply replacing these after years of service, you can have a virtually new engine.

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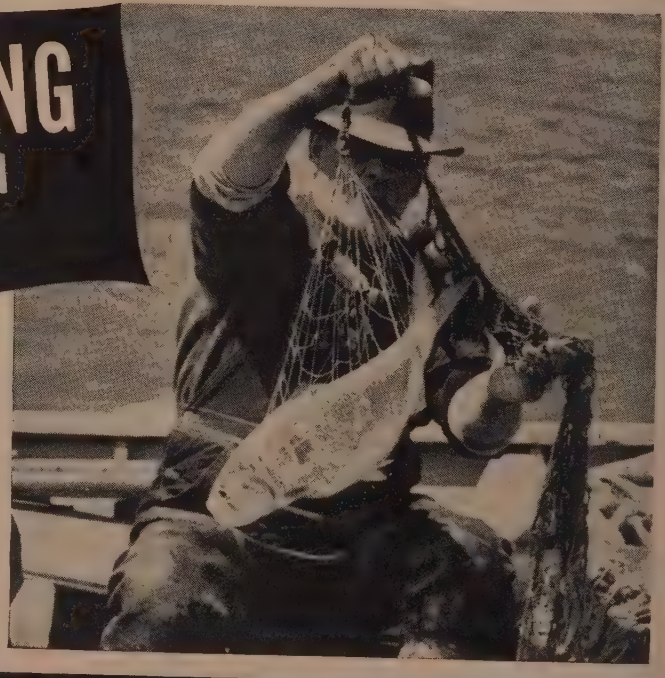

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Canco Men Visit

C. W. Roberts, newly-elected vice president of the American Can Co. in charge of the Pacific Coast region, visited Seattle at the end of April in company with Ted Alwyn of New York, the company's general manager of sales.

L. D. Jenkins, Northwest District sales manager, arranged for the two visiting officials to meet Pacific Northwest fish canners and other business leaders on the evening of April 24.

For Mr. Roberts the gathering was an opportunity to renew many old acquaintances, as he formerly was in charge of manufacture at the company's plants in Vancouver and Seattle.

Truck Lands Initial Halibut at Seattle

First cargo of halibut to hit the Seattle market in 1950 was discharged by a truck May 2, the day after the season opened. It came from Neah Bay and amounted to 13,100 lbs., bought by San Juan for 37c straight.

The fish was delivered at Neah Bay by *Merit*, Capt. John Sunde; *Selma J.*, Capt. Knute Rodal; and *Bertha*, Capt. Pete Otness.

1949-50 PACIFIC CANNED OYSTERS IN BALANCE WITH LAST SEASON

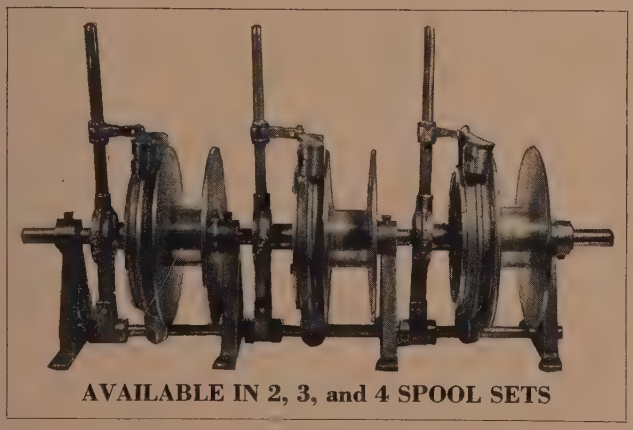
Canned oyster pack approximating that of the 1948-49 season was forecast by leading operators as the current canning operations entered its final four weeks. This would indicate a pack of 75,000 to 100,000 cases. Canning will close about June 15.

Indications at the middle of May were that production was sold-up more closely than a year before. R. H. Bailey, president of Willapoint Oysters, Inc., said his company expected to conclude this season's canning with about 20,000 cases on hand to cover orders until new pack next fall, compared with 35,000 cases at close of canning a year ago.

Although canning operations during the early part of 1950 were seriously handicapped by the coldest winter in many years, excellent weather and oyster conditions in the fall contributed to production of an exceptionally large pack to the first of 1950.

Problems of packing and marketing as result of the excessive-fill standards set up by the Food and Drug Administration's standards kept the number of companies canning Pacific oysters low. Principal production was by Willapoint Oysters, Inc., at South Bend; with Wiegardt Bros., Ocean Park; E. H. Bendiksen, South Bend; and Coos Bay Cooperative, North Bend, Ore., putting up substantial packs. Somewhat smaller production was reported for Herman Eberhardt, Ocean Park, Wash., and Wilson Canning Co., Nahcotta, Wash.

Oysters have been canned this season in at least four can sizes, of which the "Buffet" tin (technically 211 x 304) accounts for nearly half the pack. The half-flat can, formerly used rather commonly, is staging something of a comeback, and once more appears in the inventories. The No. 1 E. O. tins and the No. 1 tall make up the balance of the list, although the pound-tall, which at one time was virtually the standard container for Pacific oysters, no longer is much of a factor.



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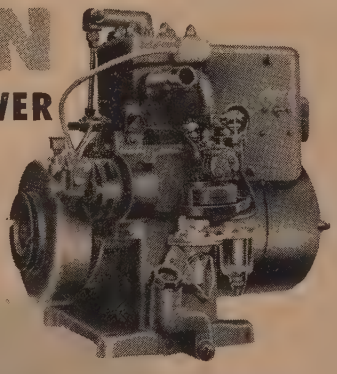

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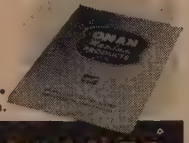

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Early Halibut Landings Run Heavier Than 1949

Halibut production from Area 2 during the first 10 days of the fishing season was running well ahead of 1949, according to data collected by the International Fisheries Commission.

This gave every reason for belief that the 1950 halibut season in the local area would be the shortest on record.

F. Heward Bell of the International commission reported that Area 2 landings for the first nine days of the season were 3,300,000 lbs., half-million over the 2,800,000 lbs. landed during the first nine days in 1949.

This trend in favor of the current fishing is not expected to continue throughout the season, and in 1949 very severe weather during the first week in May interferred with operations and produced a number of broken trips.

There were broken trips this year, too, but not from reasons of weather.

It is true, however, that the adverse effect of the bad weather at the start of the 1949 season was felt more severely in Area 3 than in Area 2.

To presstime for this issue landings of halibut from Area 3 had been inconsequential and it was impossible to forecast trend of production there.

It was not until late in the second week in May that landings at the halibut ports began to taken on important volume, and heavy deliveries by presstime had not persisted over a period sufficient to indicate the probable cost averages for the season.

Seattle's first really heavy day was May 11, with 386,000 lbs., selling for 21½-23 and 18c.

At that time the principal Alaska halibut ports were getting over 100,000 lbs. per day each, with prices running about 19.5, 18.5 and 16c at Ketchikan; 17.85, 16.65 and 14c at Juneau; 18, 17 and 14c at Petersburg.

John Costanza Heads S.F. Sardine Assn.

John Costanza, Martinez Food Canners, Martinez, long a leader in San Francisco's sardine processing industry, has been elected president of the San Francisco Sardine Association.

Stanley Bergeson, Red Rock Fisheries, Pt. San Pablo, was elected vice-president with Geo. Christo, Northern Packing Co., San Francisco, secretary-treasurer; and E. T. Meakin, Tamalpais Fishing & Packing Co., and A. H. Mendonca, F. E. Booth Co., Inc., elected to the executive committee.

Members of the association are hopeful for a reasonably good catch during the 1950-51 season, and through the association will handle port matters.

No formal "pool" arrangement is being set up, as was the case prior to the war, but each plant will have contracts with its own boats. In order to accommodate the boats it contracts with, various plants have dispatch arrangements which provide for an orderly method of permitting the boats maximum fishing limits nightly.

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Now pioneering a new fishing venture in the Gulf of Mexico is the 80' purse seiner *Clipper*, owned by Francis Lucich and Western Boat Building Co., Tacoma. The *Clipper* is the first west coast seine vessel to explore the possibilities of deep water purse seining for menhaden, mackerel and other Gulf species.

The *Clipper's* power plant is a dependable 180-hp Washington diesel, which made the 6000-miles from Puget Sound to Pascagoula, Miss. "without the slightest trouble," reported Matt Karmelich, skipper.

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California's Early Salmon Yield Light

Westerly winds ruined salmon trolling out of San Francisco as the season opened. Fishermen were getting 18c round, and 21c dressed, heads off, per pound for fish up to 14 lbs. Larger fish were bringing 23c round, and 27c dressed, and heads off.

On July 1 the price for large salmon drops to 22c round, and 26c dressed, and heads off.

The spring run on the Sacramento River was reported a failure, with practically no spring run at all, to speak of.

Rockness' "Unimak" Again Delivers First Halibut

For the third year running, Capt. Jalmar Rockness brought the season's first trip of halibut to the Seattle market May 4, selling 12,000 lbs. to Palace Fish & Oyster Co. for 28c straight.

The fish were taken off the Flattery Banks, and the fare hailed 10,200 lbs. of mediums, 1,800 lbs. chix and larger.

Although there had been some previous truck deliveries of halibut from Neah Bay, the *Unimak's* trip was clearly the season's first on the Seattle market.

Big Alaska Gillnet Boats Reach Juneau

Two sleek new gillnet-type boats arrived in Juneau, Alaska, recently from the south.

Owned by the Hopen brothers, John and Anton, the two new additions to the Juneau fishing fleet were built by the Marine View Company in Tacoma, Wash., last fall. Both are 35 feet long and are powered by 135-hp. Nordberg engines.

The *Zip* is owned by John Hopen and the *Cape Race* by Anton.

The boats cruised north to Juneau at eight knots, the brothers said.

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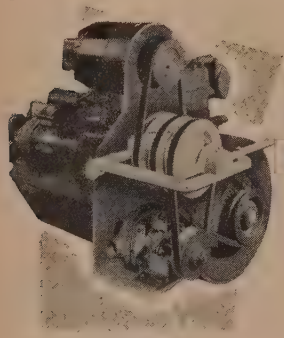
- Fancy Solid Pack Tuna
- Fancy Blueback Salmon
- Fancy Shad Roe



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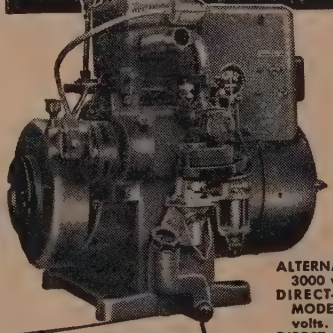

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Seattle, Wash.

Panama Bait Crisis Corrected for 1950

American tuna fishermen began taking live bait supplies again in the Gulf of Panama, April 15. According to General Manager Harold Cary, American Tunaboat Association, who with President M. O. Medina recently spent more than a month in Panama on this subject, the season is to continue without interruption to December 31. Fishing limits are still set at 8° 30" North Latitude.

Bait seining at these productive grounds, so important to the Southern California hook-and-liners, had been recently interrupted, working considerable hardship on Central American operations.

The ATA representatives made the trip to Panama to seek reasons for the change in the law last January, and to improve relationships. Of reasons for governmental action, Mr. Cary said:

"Findings were that influences from several sources, commercial and sport fishermen, persons interested in new fishing ventures, etc., were responsible. A low regard in government circles for our operations was a further factor. Impression was that our operations depleted the fisheries of Panama.

"Lessons learned in the Panama situation are that there must continue to be strict observance of local laws in any fishing area, and that we must work constantly to improve our relations in foreign areas by studying and making known the mutual benefits that arise from our operations."

•

W. WADE AMBROSE, president, Westgate-Sun Harbor Company, was elected president of the San Diego Rotary club recently. He was to be installed in June.

NOW AVAILABLE TO FISHERMEN

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"FISH BRAND" NEOPRENE

There's never been a waterproof built that affords the protection that the new **TOWER'S FISH BRAND NEOPRENE** garments will give you. In addition to meeting the exacting needs of commercial fishermen for solid comfort, freedom of movement and durability, **TOWER'S NEOPRENE** gives fishermen who also require special protection from oils, greases and ordinary acids that extra resistance and service.

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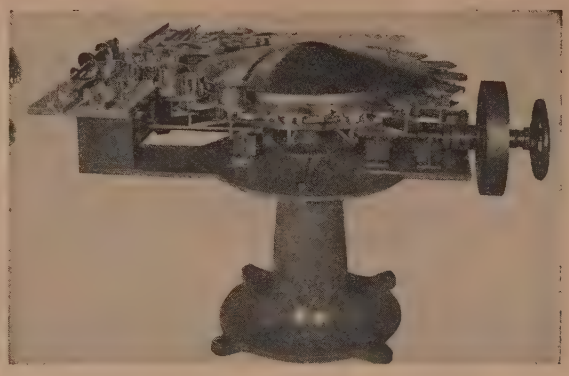

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Specialized Industrial Cleaning
MATERIALS • METHODS • SERVICE

New plant of Fibreboard Products, Inc., at Antioch, Calif., the 15th in the company's organization, will add 250 tons per day to bring to 750 tons daily the company's capacity of paperboard for packaging purposes.

Heavy Demand for Nylock Nets Exceeds Supply of Basic Nylon

While the demand for Nylock netting far exceeds what can be produced with the available nylon, the situation will be alleviated within a short time, according to N. C. Brownell of Brownell & Company of Moodus, Conn., sole distributors.

"When Heminway & Bartlett Mfg. Co. and Brownell & Co. introduced its new Nylock twine last spring," Mr. Brownell stated, "it was not anticipated that so large a demand would develop immediately, nor that nylon would continue in short supply for any period of time. Instead, due to the great success of the Nylock nets and the widespread publicity they received on the Great Lakes, orders poured in from all sections of the country.

"On top of that, Du Pont was forced to reduce its allocations of nylon late last fall, creating a still worse shortage. In order to play fair with different net manufacturers it then became necessary for us to ration our production. As a result of the shortages many fishermen, including those on the Pacific Coast, were disappointed in planning this season's requirements.

"It is now believed we are over the hump and that the situation will gradually improve over the next few months," Mr. Brownell advised.

Oakite Shows Food Men Latest Cleaning Methods

Special cleaning aids, dispensing devices and control equipment designed to assist food plants in obtaining maximum cleaning results at minimum cost were displayed by Oakite Products, Inc., New York, manufacturers of industrial cleaning materials, at the Institute of Food Technologists Show in Chicago in May.

Latest-model steam cleaning equipment and a portable hot-spray unit specifically designed for food plant equipment clean-up tasks were among the cleaning aids exhibited. Dispensing devices shown included an efficient regulating unit that assures consistent, controlled upkeep of cleaning solutions in automatic washing machines; as well as a recently developed conveyor chain-lubricating device which delivers an even, properly controlled flow of lubricant film to conveyor surfaces and eliminates the need for making up stock solutions in advance. Control devices exhibited included simplified titrating equipment and specially designed metering devices that show at a glance solution strength and temperature in cleaning tanks and automatic washing machines.

FIBREBOARD PRODUCTS' CAPACITY RAISED SHARPLY BY NEW MILL

Anyone concerned with packaging or shipping products will be interested in the new San Joaquin Division of Fibreboard Products Inc. which is just getting into full production near Antioch, Calif. For this plant, the 15th to be put into operation by Fibreboard on the Pacific Coast since 1927, will add 250 tons daily capacity to the company's present daily output of over 750 tons of paperboard for packaging purposes; sufficient additional output, Fibreboard officials believe, to take care of expanding coast demands for many years to come.

Of added interest to Westerners is the fact that this plant is making much-needed packaging materials largely from what previously has been the waste of logging, lumbering and box-making activities of California—a wood utilization program without peer anywhere in the nation. The plant has two gigantic paperboard machines; one making Tuf-Fir, a nine-point corrugating material (the "middle wall" in corrugated shipping cases), the other producing bleached kraft for making food cartons of many types.

All the wood chips used for the nine-point corrugating material are from wood waste formerly burned by sawmills, box mills and planing mills. Thus, what previously had been an expense is turned into a profit for these mills. Likewise, a large portion of the wood chips for making the bleached kraft are made from fir trees that are unsuitable for lumber. Much of it is cut under a scientific conservation program for a perpetual timber supply on the 75,000 acres which Fibreboard recently purchased as a major source of raw material for the San Joaquin Division operations. This acreage lies in Placer, Nevada, and Sierra counties adjacent to Truckee, California, with Hobart Mills as headquarters for logging operations.

This new plant is part of a 10-year expansion and plant betterment program starting in 1946 and involving capital expenditures of upwards of fifty million dollars.

Fibreboard's San Joaquin Division pulp and board mill is unusual for a number of reasons.

First of all, it is said to the first plant to make nine-point corrugating material out of a 100% coniferous wood.

It is the first kraft mill in California using California wood.

It is the only kraft mill, either semi-kraft or standard kraft, in California.

The San Joaquin Division mill was planned and constructed under the direction of N. M. Brisbois, vice president of Fibreboard Products Inc., and Leland S. Rosener, consulting engineer, San Francisco. Swinerton & Walberg were the general contractors.

The main building is 1,000 feet long and 200 feet wide. It is built of structural steel and reinforced concrete.

Heading the roster of key personnel at the San Joaquin Division is C. R. P. Cash, newly appointed manager, succeeding C. M. Stitt, who will be manager of Fibreboard's newly established Central Engineering Division.

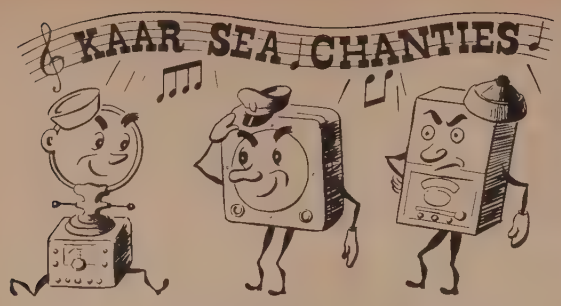
W. H. "Bill" Burke is office manager of the San Joaquin Division and also of the Truckee Timber Division.

Incorporated in 1927 and jointly controlled by The Paraffine Companies, Inc., and Crown Zellerbach Corporation, Fibreboard has become one of the three largest producers and converters of paperboard packaging materials in the United States. D. H. Patterson was president until last December when he resigned that position, but remains as a member of the board of directors. He was succeeded in the presidency by T. N. Bland, formerly vice-president and general manager. R. E. Bundy is vice-president in charge of production.

Evans Engine Firm Named Distributor for Palmer

Ray C. Bolling, president of the Palmer Bros. Engine Company of Cos Cob, Conn., has announced the appointment of the Evans Engine and Equipment Co., Seattle, as distributor for Palmer engines for Alaska, Idaho and Washington. The Evans company will cover all of the state of Washington except the Columbia River counties which will be serviced by The Beebe Company out of Portland, Ore.

The new distributor will carry a complete line of parts and will have the entire Palmer line of marine engines on hand. Bolling states that Evans will handle all sales, service and parts for this territory.



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I'm the Kaar Radiotelephone, built for the sea; I'm rugged, I can take it, be sure to own me!

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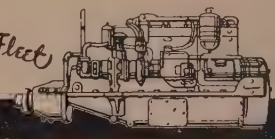
ANOTHER NEW LATHROP

Newest power in the Lathrop line is the D-100, a six-cylinder four-cycle Marine Diesel Engine, rated at 100 hp. (continuous duty) at 1000 rpm. Here is another Lathrop built to operate day in and day out for years.



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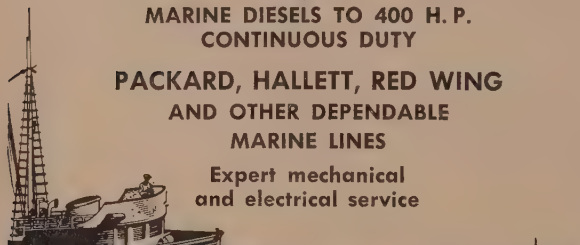

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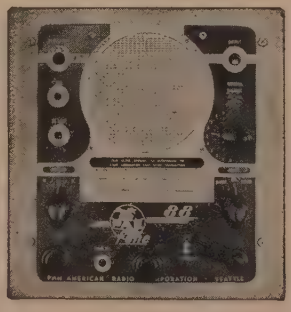

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Enterprise Seattle Operations Centered on Lake Union

Consolidation of office and warehouse facilities of Enterprise Engine Company, Inc., in Seattle, to be effective June 1, has been announced at the company's San Francisco headquarters. The combined quarters are at 2534 Westlake Ave., North. Offices were formerly located at 65 Madison Avenue.

W. H. "Bill" Porter, Enterprise district manager in Seattle for more than 20 years, continues in that capacity. This move will place all facilities under one roof, providing customers in the Northwest with centralized sales, service and parts for Enterprise marine and stationary diesel engines.

Walter Hanson, an 11-year veteran with Enterprise, continues in his post as service engineer.

Members of the Enterprise Diesel Engine sales organization from district offices throughout the country met recently with the San Francisco home office personnel at Sonoma Mission Inn, California, for a 3-day annual sales meeting. Those attending were: (Seated left to right) G. C. Rasey, sales manager, Engine Division; J. E. Watson, general sales manager; G. B. Wright, district manager, Chicago; P. K. Wabnig, district manager, New Orleans; P. I. Birchard, vice-president and general manager; W. W. Butts, president; J. W. Coombs, member board of directors; W. H. Porter, district manager, Seattle; J. H. Sheusner, chief engineer; H. T. Anderson, district manager, New York; H. L. Hansen, chief service engineer; (standing, left to right) T. S. Pennebaker, district manager, Fort Worth; H. F. Neuman, stationary sales; M. T. Prendergast, manager service parts; P. R. DeVos, sales engineer; S. F. Atsatt, project engineer; E. G. Harris, district manager, Los Angeles; T. S. White, technical assistant; K. F. Cramer, district manager, Kansas City; L. J. Robbins, district manager, St. Louis; W. E. Bishop, district manager, Washington, D. C.; J. N. Brophy, district manager, Boston; H. J. Dauphinee, export sales; G. J. Brusher, marine sales; L. S. Noah, advertising manager.

"Caterpillar" Booklet Gives Details On New Diesels

Of special interest to users of diesel power is a recent publication entitled *"Caterpillar" Diesel Engines.*

The 16-page illustrated booklet contains first hand, complete information on "Caterpillar's" latest and most powerful diesel engines, models D397, D386, D375 and D364, covering outstanding advantages, and qualities and is complete with specifications and performance charts.

Copies of this informative pamphlet may be obtained by writing Caterpillar Tractor Co., Peoria 8, Ill., and requesting Form 12725, or by contacting any "Caterpillar" dealer.

Cummins Generator Unit Suited For Boats and Canneries

Production of a standard commercial line of Cummins diesel-powered electric generator units is announced by Cummins Engine Company, Inc.

Sixty-cycle units are available in 40, 50, 60, 75, 100, 125, 200 and 250 kilowatt ratings. Similar units are also available for 50-cycle operation at a slight derating in KW capacity.

These diesel generator units are designed for continuous service applications where the unit is the primary source of power. Their instant starting and high availability characteristics also make them excellent standby or emergency sources of power.

The Los Angeles harbor tuna seiner *Gallant*, skippered by *ANDREW VILICICH*, was recently burned and became a total loss, at Costa Rica. She had been delivering tuna catches to the C.R.P.A. motherships, *Saipan* and *Tinian*. Crew was flown home. The expensive net and all equipment were lost.

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THE **OLYMPIC** OIL-BURNING **GALLEY RANGE**

Equally seaworthy on a luxurious yacht or an ocean-going tug, the handsome Olympic galley range line is offered in four models. The gleaming porcelain finish... the polished top . . . the shining plated sea rails . . . the fully concealed oil burner... these and many other features make the Olympic an attractive and practical addition to any galley. See them at your nearest Marine Dealer! For detailed information, write:

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Fancy Dungeness Crab Meat

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Other "Sea Haven" Products Include: Fresh and Frozen Whole Shell Crabs, Fresh and Frozen Crabmeat, Albacore Tuna, Salmon, Smoked Oysters, Crab Legmeat and Smoked Crablegs.

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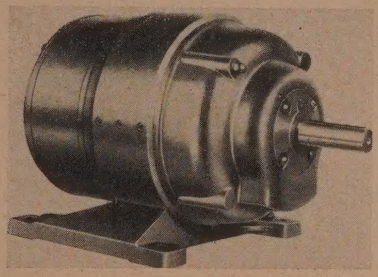
1 Continental - Troyer - Fox Model No. 8-DS for No. 10 Cans, with Curler Clincher and Seamer on one base, capacity 45 to 60 cans per minute. Will rebuild. An excellent buy.

Canning Machinery Co.
4525 S.W. Lee St. Portland 19, Ore.

Onan & Sons Offer 32-V Variable-Speed Marine Generator

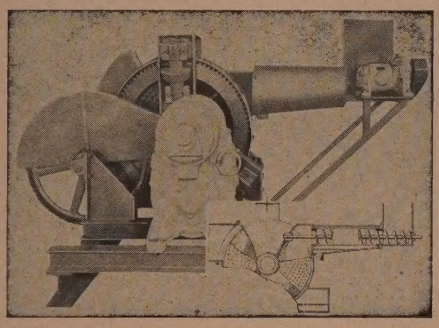
A new marine-type generator and control package designed for crowded engine-rooms where it is not practical or possible to install a complete engine-driven generating plant, has just been announced by D. W. Onan & Sons, Inc., Minneapolis, Minn., manufacturers of electric generating equipment.



New variable-speed marine generator being marketed by D. W. Onan and Sons.

Powered by the main engines on the boat, this compact 2000-w. generator, with its wall-mount control, charges 32-volt, 16-cell lead batteries regardless of variations in driven speed within the range of 1000 and 3000 rpm. The generator starts charging at approximately 900 rpm. and delivers its full 50-ampere output at about 1100 rpm.

Onan's marine distributors on the Pacific Coast are Fremont Electric Company, Seattle; Jennings' Marina, Portland; and Ets-Hokin and Galvan in all of California.



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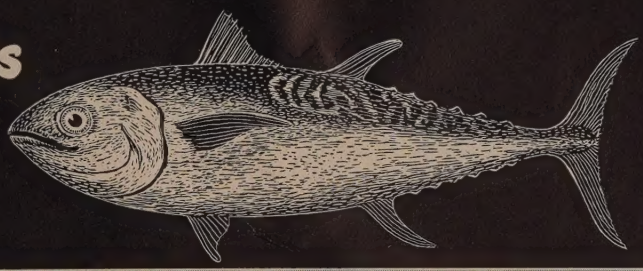

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